

## **Exhibit E**

UNITED STATES DISTRICT COURT  
SOUTHERN DISTRICT OF NEW YORK

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AUTOMOBILE CLUB OF NEW YORK, INC. d/b/a  
AAA NEW YORK AND AAA NORTH JERSEY, INC.,

Plaintiffs,

11 CIV 6746  
(RJH)

v.

**AFFIDAVIT**

THE PORT AUTHORITY OF NEW YORK AND  
NEW JERSEY,

Defendant.

-----X

STATE OF NEW YORK )  
                          )ss.:  
COUNTY OF NEW YORK )

**MICHAEL FABIANO** being duly sworn deposes and says:

1. I am the Chief Financial Officer for The Port Authority of New York and New Jersey (the "Port Authority") and I make this affidavit in opposition to plaintiffs' application for preliminary injunction and in support of the Port Authority's motion to dismiss. I am fully familiar with the facts and figures set forth in this affidavit. This affidavit sets forth the actual and projected financial data for the period 2007 – 2020 for the Interstate Transportation Network ("ITN"), which shows that the ITN has been and will be operating at a deficit even with the toll increases when the cost of operations and allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN are taken into account.

**A) Description Of The Interstate Transportation Network And An Overview Of Its Capital Investment Needs**

2. The Port Authority owns, operates and maintains the ITN which consists of four bridges (George Washington, Bayonne, Goethals and Outerbridge Crossing), two vehicular tunnels (Holland and Lincoln), the Port Authority Trans-Hudson rail system (“PATH”), three bus terminals (Port Authority Bus Terminal, George Washington Bridge Bus Terminal, the Journal Square Bus Terminal), and the Trans-Hudson Ferry Service (in which the Port Authority has made significant capital expenditures for terminal development). The Port Authority does not receive tax revenue, making its toll and fare structure the primary means of funding the region’s critical ITN.

3. Most of these facilities are over a half-century old. During 2010, the bridges and tunnels handled over one-hundred and twenty-one million vehicles. The bus terminals had 3.3 million bus movements serving 74.6 million passengers. The PATH system served 73.9 million passengers on an average of 247 thousand passengers per weekday. The progressively higher volumes of traffic and heavier weight of vehicles using the bridges and tunnels results in the need for more frequent capital repairs. The agency infrastructure now requires significant ongoing maintenance and regular capital investment to sustain operational safety and a state of good repair. The ongoing PATH safety program includes installation of improved tunnel and station ventilation systems, emergency access/egress stairways and additional standpipe systems. Port Authority investment in the George Washington Bridge Bus Terminal will include amounts to build new bus platforms and a new passenger waiting area. The Port Authority Bus Terminal and Journal Square Transportation Center will receive investment for state of good repair projects, security enhancements and rehabilitation.

4. Over the next ten years, the Port Authority must begin work on critical infrastructure projects in order to safely support future transportation needs on the ITN. During this period, the Port Authority is planning to expend \$10.786 billion on capital improvements to maintain the ITN.

5. The \$10.786 billion Preliminary Capital Plan for the ITN facilities for 2011-2020 is based on projected needs for capital expenditures over the next ten years. This plan is preliminary since it has not yet been approved by the Port Authority's Board of Commissioners and subjected to the required gubernatorial review. A copy of the Preliminary Capital Plan is annexed hereto as Exhibit "A."

6. The planning process for developing the proposed ten-year capital plan is based on a number of factors including incorporating the existing and future capital projects to support the ITN's facilities, determining the agency's capital capacity based on projected sources and uses of funds, and the prioritization of projects. The cover page of Exhibit "A" is a summary of capital expenditures by ITN facility over the 2011-2020 period. Pages 1-10 of Exhibit "A" provides a line item detail of capital expenditures by ITN facility, project number, project title and dollar amount.

7. The following are major highlights of the projects planned for the ITN within the Preliminary Capital Plan for 2011-2020.

(a) The George Washington Bridge was opened in 1931. Its suspender ropes have never been replaced and have reached the end of their useful life. The Triboro/Robert F. Kennedy Bridge, The Bronx-Whitestone Bridge and the Verrazano-Narrows Bridge were all built after the George Washington Bridge and have had some or all of their suspender ropes replaced. The total cost of

replacing the suspenders is more than one billion dollars of which \$544 million is planned through 2020 (see Exhibit "A", p. 6, CB04-207 - \$12.3 million; p.7, project CB04-319 - \$531.7 million).

- (b) The Bayonne Bridge over the Kill Van Kull will be rehabilitated to increase its vertical clearance to accommodate shipping and to meet modern highway and structural design standards. The bridge, which has a 151-foot air draft (the distance from the water's surface to the underside of the bridge's roadway), already presents a navigational challenge to some ships. Raising the bridge will permit navigation by the large ships which will transit through the Panama Canal after its expansion in 2014. This is necessary to maintain the competitiveness of the metropolitan region's marine terminals and ports and simultaneously permits modernization of the structure. The total cost of the project is more than \$1.28 billion (see Exhibit "A", p.8, projects CB06-087 - \$32.1 million and CB06-102 - \$1.246 billion).
- (c) The Goethals Bridge Modernization program will replace the existing structure, which is functionally obsolete with a new six-lane bridge. The Port Authority will be expending \$294 million for planning and construction (see Exhibit "A", p.8, projects CB07-103 - \$11.9 million; CB07-137 - \$176.2 million and CB07-145 - \$105.9 million). That the balance of the cost of this program of approximately \$1.37 billion will be financed by the Port Authority through a private financing arrangement rather than the issuance of Consolidated Bonds.

(d) The Lincoln Tunnel Helix was constructed in 1937 and is functionally obsolete and planning for its replacement must begin within the ten-year plan. The Port Authority will be expending \$116 million in the planning effort (Exhibit "A", p.6, project CB03-254 - \$116.3 million). The Lincoln Tunnel access roadway infrastructure projects will total \$1.8 billion (3 projects, Exhibit "A", p. 6, CB03-TBD).

(e) PATH will have a total of over \$3.057 billion in expenditures for capital improvements and safety (Exhibit "A", cover sheet and pp. 1-4).

(f) The Preliminary Capital Plan for 2011-2020 shows numerous other capital projects that support life, safety and security as well as a state of good repair in the ITN. The total investment of capital is reflected on page 10 of the Preliminary Capital Plan is \$10,785,696,000 (Exhibit "A").

**B) The Cumulative Cash Flow Analysis for the 2011-2020 Period Based On The Preliminary Capital Plan and Projected Revenues and Expenses Shows a Deficit**

8. A cash flow analysis summarizing the sources of revenues generated by the ITN and where those funds are used is annexed hereto as Exhibit "B". This analysis includes in addition to the cost of operations, the allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN. Plaintiffs have failed to take into account the impact of these categories of expense in their characterization of the ITN's finances.

9. The allocation to the General Reserve Fund is provided for in bi-state legislation adopted in 1931. Pursuant to such legislation, an amount equal to 10% of the par value of such

of the Consolidated Bonds issued for the ITN and the private financing of the Goethals Bridge replacement project must be deposited into the General Reserve Fund from surplus revenues. The continued maintenance of the General Reserve Fund is an important component supporting the Port Authority's sound credit ratings.

10. The summary of cash flow analysis (Exhibit "B") sets forth in the first column a description of the categories of funds comprising the cash flow analysis which are defined as follows:

- a) **Revenues** are all cash generated from activities of the ITN facilities including tolls at the tunnels and bridges, fares from PATH, rentals from lease agreements at the bus terminals, percentage rentals from bus departure fees, concession fees, advertising and parking;
- b) **Expenses** are direct facility operating expenses for the operation, maintenance and security of the ITN Facilities. These expenses also include allocated costs that represent the cost of providing general and administrative services for the benefit of the entire agency.
- c) **Forecasted Revenues and Expenses:**
  - i) **Forecasted Revenues** for 2011-2020 are developed by the line departments utilizing various financial metrics. The revenue projections for both the cash and cash/debt analysis (Exhibits "D" and "E") include the new toll and fares structure approved in August 2011 and a CPI increase in 2018. Facility traffic over the next 10 years is forecast to increase an average of 0.6% (less than

1% annually) at the tunnels and bridges with an average annual increase of 5.3% for PATH.

- ii) **Forecasted Expenses** for 2011-2020 were developed by line departments based on historic costs, economic conditions, affordability and the ability to effectively manage expenses. Expenses reflect a modest annual growth of 2.7%.
- d) **Net Revenue** is gross operating revenues less operating and maintenance expenses, and allocated expenses.
- e) **Capital Expenditures Paid With Cash** is the amount of capital expenditure to be paid with cash on hand.
- f) **Grants** are state and federal funding received in support of a capital project which reduce the amount of allocated cash to be paid for the project.
- g) **Cash Balance** is the net revenues remaining after the payment of cash for capital projects.
- h) **Current Interest Payments/Current Principal Payments** are the debt service payments on the tax exempt Port Authority Consolidated Bonds issued prior to December 31, 2010 solely for the ITN. At its most basic level, the Port Authority can identify which Consolidated Bonds are issued for the ITN because these bonds are tax exempt whereas the Consolidated Bonds for the World Trade Center are federally taxable and the Consolidated Bonds issued for aviation and marine terminal projects are subject to the federal alternative minimum tax.

- i) **Debt Service on New Debt** represents payments on future outstanding Consolidated Bonds issued for the ITN during the period 2011-2020. The average interest forecast for new Consolidated Bonds is 5.75%.
- j) **GB DBFM payments** (Goethals Bridge Design, Build, Finance, Maintain) represent the Port Authority's debt service payments made with respect to the private financing.
- k) **Reserve Requirements** is an allocation to the General Reserve Fund in an amount equal to 10% of the Consolidated Bonds issued for the ITN and the private financing of the Goethals Bridge replacement project.

11. For the four-year period from 2007-2010, the ITN generated actual net revenues of \$1.193 billion, but after deducting direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN, the ITN showed a loss of \$636 million (Exhibits "B" and "C").

12. The Port Authority generally issues 30-year tax exempt Consolidated Bonds to finance its ITN capital projects. The use of a mixture of debt and direct payment of capital expenditures is an efficient way to finance these projects as evidenced by a comparison between the all cash method and the 50% cash (direct payment) / 50% debt method as shown in the cash flow analysis in Exhibits "D" and "E". Assuming the Port Authority paid \$10.786 billion in ITN capital expenditures identified in Exhibit "A" with the all cash (direct payment) method, the ITN

cash flow to the Port Authority at the end of 2020 would result in a loss of \$2.854 billion (Exhibits "B" and "D").

13. The projected analysis, based on payment of ITN capital expenditures by means of 50% cash (direct payment) / 50% debt, using the identical amount of revenues, expenses, net revenues, current interest payments, current principal payments and GB DBFM payments provides \$5.393 billion in cash payments. The balance of \$5.393 billion of the \$10.786 billion is being financed through the issuance of Consolidated Bonds which are repaid over a 30-year period and the private financing of the Goethals Bridge replacement project. The spreading of these payments over 30 years reduces the net loss at year end 2020 to \$51 million (Exhibit "B" and "E").

14. The net projected loss of \$51 million in the ITN by 2020 includes the toll and fare increases approved by the Board of Commissioners in August 2011. The cash flow schedules clearly demonstrate that every dollar of the toll and fare increase is going back into the capital improvements planned for the ITN.

**C) The Necessity of a Toll and Fare Increase For Maintaining the ITN Over the Next Ten Years Was Presented to the Board of Commissioners.**

15. As the Chief Financial Officer, I presented the overall capital plan supporting the necessity of a toll and fare increase to provide for a ten-year agency-wide capital plan totaling \$25.1 billion to the Board of Commissioners at its August 19, 2011 Meeting. This overall capital plan includes the \$10.786 billion for the capital improvements to the ITN. The ITN capital plan budget is approximately 43% of the Port Authority's overall capital plan budget for the next ten years. A transcript of my presentation to the Board of Commissioners is annexed hereto as Exhibit "F".

**D) The Plaintiffs Have Not Suffered Irreparable Harm By Paying The Increased Tolls**

16. Approximately 78.9% of the vehicles using tunnels and bridges in the ITN have E-ZPass®, and only 21.1% pay cash. There are various ways in which the Port Authority could refund the increase in the unlikely event the Plaintiffs prevail. For example, the Port Authority could credit the E-ZPass® users' accounts and offer discounts to cash users or offer discounts to all users for a specified period of time.

17. By contrast, if an injunction is granted and the tolls and fares are rolled back, the Port Authority has no way of recouping these monies if it ultimately prevails. The loss of funds will have a substantial impact on the Port Authority's current and future ability to make the necessary capital improvement to the ITN.

**E) Plaintiffs' Characterization With Respect to Profitability of the ITN Is Deeply Flawed**

18. Plaintiffs rely on a press release and portions of the Port Authority's 2011 Budget for their claims that the toll increase is excessive and unreasonable. The press release discusses various economic factors affecting the overall operation of the Port Authority. It references the \$11 billion needed to rebuild the WTC site, but nowhere states that the rebuild is being funded by the toll and fare increase, which it is not.

19. Plaintiffs' contention that the purpose of toll and fare increases is to fund the World Trade Center is a confection that is flatly contradicted by the facts since the Preliminary Capital Plan and the Cash Flow Analysis 2011-2020 clearly shows that there is no excess money in ITN, let alone revenues sufficient to fund the World Trade Center redevelopment. All of the revenues generated by the toll and fare increases are being used for ITN expenses.

20. Plaintiffs mistakenly allege in paragraphs 40-41 of the Complaint that the revenues net of expenses of the ITN, which they presumably took from the 2011 budget annexed

as Exhibit "K" to their Order to Show Cause, yield \$484,353,000 which is "sufficient to pay for the projects functionally related to the ITN." Ms. Genovese's affidavit makes a similar incorrect assertion in paragraphs 17-18 based on figures taken from the operating statement of the 2011 budget.

21. These characterizations fail to take into account the annual allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN. The actual figures for the period 2007-2010 as noted on Exhibits "B" and "C" show the ITN was operating at a deficit of \$636,000,000.

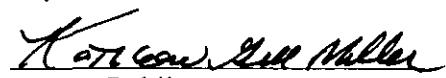
22. In summary, the ITN does not generate excess cash that is supporting the World Trade Center redevelopment. In fact, as the schedules annexed hereto show, the ITN operates at a deficit and will continue to operate at a deficit even with the toll and fare increases. The Port Authority must consequently find revenue from other sources to support the ITN.



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MICHAEL FABIANO

Sworn to before me this  
4 day of November 2011

  
Notary Public

KATHLEEN GILL MILLER  
Notary Public, State of New York  
No. 02MI5014338  
Qualified in Westchester County  
Commission Expires on July 15, 2015

## **EXHIBIT A**

The Port Authority of New York and New Jersey Interstate Transportation Network - Based on Preliminary 2011-2020 Capital Plan - 10/27/11 (\$ in millions)											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011-2020
<b>PATH:</b>											
CR02 - PATH	\$ 301	\$ 259	\$ 270	\$ 243	\$ 268	\$ 337	\$ 308	\$ 235	\$ 210	\$ 104	\$ 2,534
CR08 - PATH Safety	92	86	52	40	30	36	48	42	45	13	483
CR21 - Journal Sq. Transportation Center	9	9	8	7	3	0	2	-	-	1	39
<b>PATH Total</b>	<b>403</b>	<b>354</b>	<b>329</b>	<b>291</b>	<b>301</b>	<b>374</b>	<b>358</b>	<b>276</b>	<b>255</b>	<b>117</b>	<b>3,057</b>
<b>Tunnels, Bridges &amp; Terminals (TB&amp;T):</b>											
CB02 - Holland Tunnel	24	26	29	47	44	43	15	13	27	35	305
CB03 - Lincoln Tunnel	40	403	429	455	438	383	23	20	36	130	2,357
CB04 - GW Bridge	46	73	122	162	157	233	224	198	241	256	1,712
CB06 - Bayonne Bridge	8	15	21	109	214	280	316	266	84	2	1,316
CB07 - Goethals Bridge	22	37	67	64	31	22	74	38	2	2	358
CB08 - Outerbridge Crossing	3	7	16	24	20	15	6	6	24	31	152
CB48 - GW Bridge Bus Station	10	35	37	10	8	2	2	3	5	7	117
CT06 - Port Authority Bus Terminal	35	32	42	63	51	46	51	23	30	22	393
<b>TB&amp;T Total</b>	<b>188</b>	<b>627</b>	<b>762</b>	<b>934</b>	<b>963</b>	<b>1,024</b>	<b>711</b>	<b>568</b>	<b>449</b>	<b>485</b>	<b>6,710</b>
<b>Ferry</b>											
CH02 - Ferries	10	2	3	3	3	3	-	-	-	-	24
<b>Ferry Total</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24</b>
<b>Capital Infrastructure Fund (CIF):</b>											
CF92 - CIF	100	-	-	-	-	-	15	220	220	220	996
<b>CIF Total</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15</b>	<b>220</b>	<b>220</b>	<b>220</b>	<b>996</b>
<b>Interstate Transp. Network Total</b>	<b>\$ 700</b>	<b>\$ 983</b>	<b>\$ 1,095</b>	<b>\$ 1,228</b>	<b>\$ 1,266</b>	<b>\$ 1,415</b>	<b>\$ 1,289</b>	<b>\$ 1,064</b>	<b>\$ 924</b>	<b>\$ 822</b>	<b>\$ 10,786</b>

**The Port Authority of New York and New Jersey**  
**2011-2020 Spending Schedule - Interstate Transportation Network - 10/27/11**  
**(\$ in thousands)**

Year	Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
PATH	R02	CRO2-150 - SIGNAL REPLACEMENT PROGRAM - INSTALL	SGR	4	\$ 55,691	\$ 107,183	\$ 118,051	\$ 71,536	\$ 35,943	\$ 59,739	\$ 50,157	\$ -	\$ -	\$ -	\$ -	\$ 498,300	
PATH	R02	CRO2-212 - TIE RENEWAL PROGRAM	SGR	4	3,167	7,688	2,364	5,078	5,020	5,742	20,281	40,316	31,305	44,771	-	27,355	
PATH	R02	CRO2-233 - WASHINGTON ST SUBSTATION	SGR	P	394	-	9,700	13,471	8,000	8,500	8,600	8,154	6,184	6,971	6,184	75,864	
PATH	R02	CRO2-244 - PATH-CAPITAL MAJOR WORK OUTLIER YEARS	SGR	P	-	-	-	-	-	-	-	-	-	-	-	155,912	
PATH	R02	CRO2-253 - COMPREHENSIVE SIGNAGE	SGR	4	1,920	-	-	-	-	-	-	-	-	-	-	1,920	
PATH	R02	CRO2-258 - TURNOUT REPLACEMENT PHASE III	SGR	4	4,094	2,440	550	-	256	3,478	2,928	2,378	-	-	-	16,124	
PATH	R02	CRO2-259 - CONTINUOUS WELDED RAIL PROGRAM	SGR	4	2,049	2,190	2,135	2,135	2,135	2,085	2,085	2,085	2,085	2,085	2,085	21,087	
PATH	R02	CRO2-261 - CONTACT BAIL PROGRAM	SGR	4	1,246	1,457	1,422	1,126	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	
PATH	R02	CRO2-284 - EXCHANGE PLACE STATION EMERGENCY EGRESS	SEP	1	-	887	3,030	13,023	14,354	22,305	-	-	-	-	-	53,600	
PATH	R02	CRO2-306 - NEWARK PENN STATION PLATFORM EXT	SEP	1	-	101	101	672	1,065	-	-	-	-	-	-	2,488	
PATH	R02	CRO2-328 - TUNNEL TRACK AND DRAINAGE PROGRAM	SGR	4	3,857	2,754	2,754	2,754	2,754	2,754	2,754	2,420	2,750	2,750	2,750	28,303	
PATH	R02	CRO2-336 - REPLACEMENT AND UPGRADE OF THE CHRISTOPHER SGR	3	2,274	10,171	16,126	16,322	16,365	15,749	-	-	-	-	-	-	77,311	
PATH	R02	CRO2-345 - PURCHASE NEW RAILCARS (PA-5)	SGR	4	188,291	35,589	14,045	-	-	-	-	-	-	-	-	237,925	
PATH	R02	CRO2-352 - RADIO BASE STATION/SIMULCAST RADIO SYS	SGR	4	920	71	-	-	-	-	-	-	-	-	-	991	
PATH	R02	CRO2-358 - RESTRAINING RAIL PROGRAM	SGR	4	1,295	1,281	1,281	1,062	1,062	1,151	1,151	1,151	1,151	1,151	1,151	11,825	
PATH	R02	CRO2-363 - BACK FLOW PREVENTERS - NY & NJ	MAND	4	428	-	-	-	-	-	-	-	-	-	-	428	
PATH	R02	CRO2-318 - SUBSTATION #2 UPGRADE - KENNY NJ	SGR	2	51	527	1,740	4,314	4,257	15,286	7,305	-	-	-	-	43,979	
PATH	R02	CRO2-381 - Mac Milian Building Water Supply Alterations	MAND	3	269	1,556	-	-	-	-	-	-	-	-	-	1,825	
PATH	R02	CRO2-382 - CONTACT THIRD TAIL HEATERS FROM GRAVE TO SGR	4	669	861	461	461	461	461	461	461	-	-	-	-	3,394	
PATH	R02	CRO2-384 - NEWARK COMPRESSOR	SEP	3	177	1,056	1,339	-	-	-	-	-	-	-	-	2,772	
PATH	R02	CRO2-394 - 800 MHZ RADIO PROGRAM - POLICE	SRC	4	1,041	-	-	-	-	-	-	-	-	-	-	1,041	
PATH	R02	CRO2-406 - System Upgrades for PA-S Fleet	SGR	4	9,028	16,287	10,106	-	-	-	-	-	-	-	-	35,521	
PATH	R02	CRO2-407 - GROVE ST. - CAPACITY ENHANCEMENTS	MAND	1	-	3,024	5,325	6,990	36,240	44,970	30,828	32,886	-	-	-	160,263	
PATH	R02	CRO2-412 - DUCT TANK REHABILITATION/PLANNING	SGR	1	-	-	-	-	-	-	-	-	-	-	-	517	
PATH	R02	CRO2-418 - REPLACE 15KV AND 27KV CABLES BETWEEN JUNCTNS	SGR	P	-	733	1,393	-	-	-	-	-	-	-	-	-	
PATH	R02	CRO2-419 - FIRE ALARM SYSTEM UPGRADE	SGR	1	389	895	1,012	1,063	1,116	1,172	1,172	11,821	11,828	14,490	-	43,685	
PATH	R02	CRO2-421 - TUNNEL ELECTRICAL LIGHTING SYSTEM	SGR	P	-	-	127	156	993	2,304	2,514	3,056	-	-	-	9,152	
PATH	R02	CRO2-422 - INSTALL SURF PUMP CAR SHOP AND SGR	4	174	-	-	-	-	-	-	-	-	-	-	-	297	
PATH	R02	CRO2-423 - HOME CB CONTROL - CAPITAL MAJOR WORK	SGR	4	220	825	-	-	-	-	-	-	-	-	-	1,045	
PATH	R02	CRO2-425 - REPLACE 27 KV CABLES BETWEEN SUBSTATIONS	SGR	P	-	-	677	879	-	-	-	-	-	-	-	1,343	
PATH	R02	CRO2-427 - TUNNEL EMERGENCY EVACUATION SHAFTS - LIGHT SGR	3	528	1,110	706	-	-	-	-	-	-	-	-	-	2,343	
PATH	R02	CRO2-429 - CMWP - TUNNELS AND STATIONS EMERGENCY LIGI	SGR	4	350	-	-	-	-	-	-	-	-	-	-	350	
PATH	R02	CRO2-433 - UPTOWN COMMUNICATIONS ROOM REHABILITATIO	SGR	4	123	866	-	-	-	-	-	-	-	-	-	1,466	
PATH	R02	CRO2-436 - CMWP - SIGNAL RELAY ROOM GROUNDS	SGR	4	151	-	-	-	-	-	-	-	-	-	-	151	
PATH	R02	CRO2-437 - LED SIGNAL LAMP INSTALLATION	SGR	4	436	-	-	-	-	-	-	-	-	-	-	436	
PATH	R02	CRO2-440 - PUBLIC ADDRESS SYSTEM UPGRADE	SGR	4	2,142	2,567	79	-	-	-	-	-	-	-	-	4,768	
PATH	R02	CRO2-446 - NEWPORT STATION ESCALATORS REPLACEMENT	SGR	P	-	1,573	1,593	4,610	5,201	-	-	-	-	-	-	12,977	
PATH	R02	CRO2-447 - HOBOKEN CORRIDOR RENOVATION/IMPROVEMENTS	SGR	4	1,629	1,413	-	-	-	-	-	-	-	-	-	3,042	
PATH	R02	CRO2-451 - NEWPORT ACCESS IMPROVEMENT AND WATERFRONT SGR	1	1,520	3,355	-	-	-	-	-	-	-	-	-	-	4,874	
PATH	R02	CRO2-456 - EXTEND RUNNING REPAIR SHOP	SEP	P	-	753	802	7,180	8,518	-	-	-	-	-	-	17,233	
PATH	R02	CRO2-457 - Purchase 75 new Railcars for CFC/CJ/10-car operation	SEP	P	-	-	5,596	12,396	19,396	27,089	35,519	25,006	15,988	147,018	-	-	

**The Port Authority of New York and New Jersey**  
**2011-2020 Spending Schedule - Interstate Transportation Network - 10/27/11**  
**(\$ in thousands)**

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
PATH	R02	CR02-458 - HARRISON STATION 10 CAR PLATFORM	SEP	1	-	-	351	3,789	13,599	40,731	43,755	46,629	57,145	-	205,999
PATH	R02	CR02-461 - PATH Flood Mitigation at Low Ground Elevations	SEP	3	928	798	-	-	-	-	-	-	-	-	1,776
PATH	R02	CR02-462 - SUBSTATION #7 UPGRADE - JERSEY CITY	SSR	3	750	2,823	4,769	14,030	15,048	10,468	-	-	-	-	47,887
PATH	R02	CR02-463 - SUBSTATION #9 UPGRADE - HARRISON, NJ	SSR	1	-	1,796	1,710	9,972	14,499	15,534	15,233	-	-	-	38,243
PATH	R02	CR02-467 - HOBAN REUNDANT CONTROL CENTER	SSR	P	-	-	-	163	1,597	-	-	-	-	-	1,780
PATH	R02	CR02-470 - HOBAN REUNDANT CONTROL CENTER	SEP	1	1,547	-	-	-	-	-	-	-	-	-	1,547
PATH	R02	CR02-471 - REPLACE ROOF ON WALDO STOCK ROOM - CYARD	SSR	4	679	-	-	-	-	-	-	-	-	-	679
PATH	R02	CR02-476 - RAIL KING & PURCHASE UTV	SEP	4	550	-	5,280	-	-	-	-	-	-	-	5,830
PATH	R02	CR02-477 - HARRISON YARD SPECIAL TRACK WORK	SSR	4	1,47	3,328	2,228	2,228	2,228	2,228	2,228	2,228	2,228	2,228	22,599
PATH	R02	CR02-479 - CMWP - NEWPORT Station Stairway #12 Replacement	SSR	4	532	436	-	-	-	-	-	-	-	-	968
PATH	R02	CR02-485 - RUNNING REPAIR BOILER REPLACEMENT	SSR	3	394	1,644	-	-	-	-	-	-	-	-	2,037
PATH	R02	CR02-486 - RAIL ROAD AVE AND CAISSON 1 VENT BLDG ROOF	SSR	3	368	1,378	-	-	-	-	-	-	-	-	1,746
PATH	R02	CR02-487 - CMWP REPLACE SCADA INVERTER STATIC SWITCH	SSR	4	745	295	-	-	-	-	-	-	-	-	1,040
PATH	R02	CR02-490 - SQ - AIRLINE REPAIR	SSR	4	80	615	-	-	-	-	-	-	-	-	695
PATH	R02	CR02-491 - CMWP - WASH ST SUB IS KV TRANSFORMER PROTE	SSR	4	556	-	-	-	-	-	-	-	-	-	536
PATH	R02	CR02-492 - REHAB VITAL SIGNAL RELAY	SSR	4	1,007	559	-	-	-	-	-	-	-	-	1,537
PATH	R02	CR02-494 - GROUP B ROOFS	SSR	3	1,135	621	-	-	-	-	-	-	-	-	2,409
PATH	R02	CR02-495 - CHRISTOPHER ST - CONTROL CABLES	SSR	4	801	643	788	-	-	-	-	-	-	-	2,312
PATH	R02	CR02-496 - HARRISON - PROPERTY ACQUISITION - NEW STATION	SEP	1	1,552	6,976	5,141	4,359	4,385	-	-	-	-	-	22,913
PATH	R02	CR02-497 - PROPERTY ACQUISITION - SUBSTATION #9	SSR	1	201	1,334	-	-	-	-	-	-	-	-	1,534
PATH	R02	CR02-499 - HARRISON INTERMODAL	SEP	4	1,446	1,408	-	-	-	-	-	-	-	-	2,855
PATH	R02	CR02-500 - CMWP FENCING SUMMIT AVE BRIDGE	SEP	4	479	-	-	-	-	-	-	-	-	-	479
PATH	R02	CR02-501 - FURNISH TINSEL 6 REVOLVING DOORS AT PATCO	SSR	P	-	339	553	-	-	-	-	-	-	-	892
PATH	R02	CR02-504 - DUCTBANK TUNNELS A/B UNDERPLIER	SEC	3	-	-	-	21,370	24,730	27,370	28,580	25,910	18,480	42,670	189,150
PATH	R02	CR02-505 - CMWP REPLACE ROOF - CHRISTOPHER ST - SUB 1	SSR	P	83	448	1,216	-	-	-	-	-	-	-	1,747
PATH	R02	CR02-507 - FIRE SUPPRESSION SYSTEM UPGRADE	SSR	P	-	-	723	497	522	2,144	3,789	3,472	3,776	4,443	19,365
PATH	R02	CR02-508 - CMWP REPLACE ROOF - SUBSTATION 5 (BACKUS)	SSR	3	102	378	1,438	-	-	-	-	-	-	-	1,917
PATH	R02	CR02-509 - REPLACE ROOF - SUBSTATION 15 (GAISSON)	SSR	6	637	1,953	270	-	-	-	-	-	-	-	2,269
PATH	R02	CR02-510 - NEWARK PLATFORM LIGHTING	SSR	4	84	477	205	-	-	-	-	-	-	-	766
PATH	R02	CR02-511 - REPLACE VENT LOUVERS TO SUBSTATION #4	SSR	1	-	504	685	-	-	-	-	-	-	-	1,189
PATH	R02	CR02-512 - REPLACE ROOF TO FREQUENCY CONVERTER BUILD	SSR	3	-	504	343	-	-	-	-	-	-	-	847
PATH	R02	CR02-513 - REPLACE ROOF - SUBSTATION 2A	SSR	3	-	-	225	1,177	-	-	-	-	-	-	1,401
PATH	R02	CR02-514 - REPLACE THE ROOF AT EXCHANGE PLACE SUBSTA	SSR	P	-	620	1,185	190	-	-	-	-	-	-	1,985
PATH	R02	CR02-515 - REPLACE THE ROOF TO THE NEWARK CREW ROOM	SSR	P	-	346	721	92	-	-	-	-	-	-	1,189
PATH	R02	CR02-516 - REPLACEMENT OF MITER RAILS HACKENSACK RIVER	SSR	3	318	1,820	-	-	-	-	-	-	-	-	2,148
PATH	R02	CR02-517 - INSTALL NEW INAC TO MITIGATE BLACKSMITH FURN	FURN	P	-	499	1,527	1,356	-	-	-	-	-	-	3,581
PATH	R02	CR02-519 - REPLACE HVAC - 1HCNF	SSR	P	-	718	1,101	3,747	4,926	-	-	-	-	-	10,492
PATH	R02	CR02-520 - SHOP MAINTENANCE EQUIPMENT REPLACEMENT/UF	SSR	P	-	734	772	813	836	-	-	-	-	-	4,011
PATH	R02	CR02-521 - REPLACE HIGH MAST LIGHTING AT HCNF	SSR	P	-	508	525	-	-	-	-	-	-	-	1,033
PATH	R02	CR02-522 - REPLACE ADA ELEVATOR - HOBOKEN	SSR	P	-	307	684	1,150	-	-	-	-	-	-	2,136
PATH	R02	CR02-523 - REHAB ADA ELEVATOR SHAFT - NEWPORT #2	SSR	P	-	302	684	1,150	-	-	-	-	-	-	2,136

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 (\$ in thousands)

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
PATH	R02	CR02-524 - REPLACE ADA ELEVATOR - 1STIC 98.10 (2 TOTAL)	SGR	P	-	225	697	1,413	1,697	-	-	-	-	-	
PATH	R02	CR02-527 - INSTALL NEW IN-GROUND LIFTS HARRISON CAR MI	SGR	P	-	449	1,058	5,151	3,805	-	-	-	-	4,232	
PATH	R02	CR02-528 - REPLACEMENT OF COMMUNICATORS UNIT/INTERBURG	SGR	P	-	508	-	-	-	-	-	-	-	10,473	
PATH	R02	CR02-529 - REPLACEMENT OF TRACKSIDE CIRCUIT BREAKERS	SGR	P	-	865	2,457	3,073	3,645	-	-	-	-	508	
PATH	R02	CR02-531 - ICMF ROTOCLONE REPLACEMENT AT TRACK 5	SGR	P	-	-	367	813	1,984	-	-	-	-	10,040	
PATH	R02	CR02-532 - REPLACE STEEL DOORS AT MORTON ST SHAFT	SGR	P	-	-	505	-	-	-	-	-	-	3,164	
PATH	R02	CR02-533 - SCADA PROGRAMMABLE LOGIC CONTROLLERS AND SGR	SGR	P	-	677	710	647	-	-	-	-	-	505	
PATH	R02	CR02-536 - PA-5 OVERHAUL PROGRAM	SGR	P	-	-	-	15,107	23,474	-	-	-	-	2,034	
PATH	R02	CR02-545 - REPLACEMENT OF A/TS EQUIPMENT	SGR	P	-	1,129	1,406	-	-	-	-	-	-	-	
PATH	R02	CR02-552 - TUNNEL MAIN JUNCTION BOX REHABILITATION	SGR	P	-	-	113	118	-	-	-	-	-	2,535	
PATH	R02	CR02-557 - REPLACEMENT OF 650V DC 2,000KCMIL CABLES IN SGR	SGR	P	-	1,276	1,196	1,259	1,269	-	-	-	-	231	
PATH	R02	CR02-561 - JACK BRIDGE TIE REPLACEMENT	SGR	P	-	547	3,839	6,144	-	-	-	-	-	5,000	
PATH	R02	CR02-569 - SUBSTATION #8 PROPERTY ACQUISITION	SGR	3	80	1,042	-	-	-	-	-	-	-	10,530	
PATH	R02	CR02-570 - HARRISON STATION PARKING LOT	SEP	1	-	875	5,449	-	-	-	-	-	-	1,122	
PATH	R02	CR02-572 - SWITCHING STATION #10 UPGRADE - HARRISON	SGR	3	318	902	1,037	-	-	-	-	-	-	6,324	
PATH	R02	CR02-573 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK SEC	1	-	154	3,026	-	-	-	-	-	-	-	2,257	
PATH	<b>R02 Total</b>				<b>300,857</b>	<b>258,740</b>	<b>269,650</b>	<b>243,327</b>	<b>268,354</b>	<b>337,436</b>	<b>307,939</b>	<b>209,770</b>	<b>103,795</b>	<b>2334,475</b>	
PATH	R08	CR08-022 - TUNNEL EMERGENCY VENTILATION FAN BLADE REPAIR	SGR	4	392	1,013	-	-	-	-	-	-	-	1,404	
PATH	R08	CR08-041 - WASHINGTON STREET EMERGENCY EXIT	SEP	P	-	-	-	-	-	-	-	-	-	603	
PATH	R08	CR08-051 - TRAIN CONTROL CENTER	SEC	4	17,830	8,259	-	-	-	-	-	-	-	26,059	
PATH	R08	CR08-060 - EXC PL. VENT-TUNNEL BARRIER DOOR INSTALL	MAND	4	2,447	-	-	-	-	-	-	-	-	2,447	
PATH	R08	CR08-061 - SOC 2ND FL ISQ. UPDR & FIBER HOBNAMISTIC	SEC	3	760	343	-	-	-	-	-	-	-	1,103	
PATH	R08	CR08-066 - EXCHANGE PLACE LAND SIDE SECURITY	SEC	3	316	2,786	189	-	-	-	-	-	-	3,290	
PATH	R08	CR08-068 - 1STIC HARDENING PHYSICAL PROTECTION	SEC	4	1,003	2,389	680	-	-	-	-	-	-	4,073	
PATH	R08	CR08-076 - FLOODGATE ATTUNNEL A,B,C & CONSTRUCT	SEC	4	16,758	14,747	14,427	14,441	1,362	9,322	19,357	20,109	7,937	-	
PATH	R08	CR08-079 - TUNNEL MITIGATION	SEC	4	48,473	43,039	23,561	16,083	2,713	22,282	19,491	14,396	34,248	10,471	118,600
PATH	R08	CR08-081 - EXCHANGE PLACE WATERSIDE PROTECTION	SEC	1	239	1,497	327	-	-	-	-	-	-	253,759	
PATH	R08	CR08-085 - INSTALL CBR DEFECTION @ PATH STATIONS	SEC	P	-	-	-	-	-	-	-	-	-	2,063	
PATH	R08	CR08-091 - KMF SECONDARY ROADWAY	SEC	P	-	-	465	-	-	-	-	-	-	-	
PATH	R08	CR08-097 - UPGRADE BACKING	SEC	4	445	409	-	-	-	-	-	-	-	465	
PATH	R08	CR08-098 - INTEGRATED SECURITY SYSTEMS & GUI	SEC	4	543	306	-	-	-	-	-	-	-	854	
PATH	R08	CR08-099 - CCTV & ACCESS CONTROL UPGRADES (33RD/HOB/SEC)	SEC	4	610	5,713	7,221	3,703	1,322	-	-	-	-	849	
PATH	R08	CR08-092 - PURCHASE / INSTALL BOOMHZ FREQUENCY CONVER SEC	3	-	2,462	1,369	-	-	-	-	-	-	-	19,058	
PATH	R08	CR08-094 - REPLACEMENT OF VERIF VIDEO SYSTEM	SEC	P	-	1,298	-	-	-	-	-	-	-	3,931	
PATH	R08	CR08-095 - INSTALL VHF RADIO HEADEND EQUIPMENT AT PIT SEC	P	-	302	719	696	-	-	-	-	-	-	1,216	
PATH	R08	CR08-096 - INSTALL NEW LEVEL ACCESS CONTROL AND CCTV	SEC	P	-	-	576	2,217	2,165	-	-	-	-	5,758	
PATH	R08	CR08-097 - ADDITIONAL VHF ANTENNAS AND BASE STATIONS SEC	P	-	-	-	-	-	-	-	-	-	-	1,732	
PATH	R08	CR08-098 - CTV INFRASTRUCTURE UPGRADE THROUGHOUT ASEC	P	-	-	521	1,250	1,441	1,529	2,345	-	-	-	7,286	
PATH	R08	CR08-099 - ENABLE WIRELESS CTV FOR EMERGENCY PERSON SEC	1	-	-	-	744	1,965	2,587	-	-	-	-	10,457	
PATH	R08	CR08-100 - UPGRADE OF UNIFIED COMMUNICATIONS NETWORK SEC	P	-	1,765	1,858	1,897	-	-	-	-	-	-	5,520	
PATH	R08	CR08-101 - CCTV AND ACCESS CONTROL - 9TH, 14TH, 23RD SEC	1	-	-	-	-	631	4,184	4,306	-	-	-	9,121	

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Department	Fidelity	Project Title	Category	Stage	1	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011-2020
PATH	R08	CR08-102 - REPLACE PA 5 DVR HARD DRIVES	SEC	1		451	568									1,019
PATH	R08	CR08-103 - INSTALL TRAIN UNDERCARRIAGE SCREENING DEVICE SEC	SEC	1		1,005										1,005
PATH	<b>R08 Total</b>				<b>92,316</b>	<b>85,697</b>	<b>52,116</b>	<b>40,387</b>	<b>26,548</b>	<b>35,730</b>	<b>48,264</b>	<b>41,562</b>	<b>44,796</b>	<b>12,503</b>	<b>482,970</b>	
PATH	R21	CR21-032 - 3STC - BUS TERM. REGULATOR REPLACEMENT	SGR	4	3,690	3,476	2,023									9,189
PATH	R21	CR21-053 - PARKING GARAGE AUTO RAMP REHABILITATION	SGR	4	800	645										1,444
PATH	R21	CR21-054 - 3STC HVAC SYSTEM UPGRADE	SGR	4	1,318											1,318
PATH	R21	CR21-058 - CONCOURSE CEILING REPLACEMENT & DOMESTIC VSGR	SGR	1												1,159
PATH	R21	CR21-068 - PATH POLICE COMMAND FACILITY RENOVATION	SEC	4	3,539	3,506	353									7,398
PATH	R21	CR21-070 - CRW - LIGHTING - LOWER PARKING DECK & PEDES/SEP	SGR	3	54	-	796	1,303								2,152
PATH	R21	CR21-073 - 3STC BOILER UPGRADE	SGR	P		285	580									865
PATH	R21	CR21-074 - 3STC BUS TERMINAL LANES - EXPANSION JOINT REI SGR	SGR	P		194	832									1,025
PATH	R21	CR21-075 - 3STC PLUMBING SOLDER JOINTS AND WATER PUMP SGR	SGR	P		478	1,000	2,629								4,107
PATH	R21	CR21-078 - 3STC PARKING DECKS (UPPER AND LOWER) - EXPAN. SGR	SGR	P		515	1,983		3,071							5,569
PATH	R21	CR21-079 - 3STC PLAZA AND BUS TERMINAL - DRAIN BODY REPAIR SGR	SGR	P		-	-	-	375	1,599						1,973
PATH	R21	CR21-080 - 3STC BUS TERMINAL LANES - WEARING COURSE AN SGR	SGR	P		495	1,554	933								2,982
PATH	<b>R21 Total</b>				<b>9,401</b>	<b>9,077</b>	<b>7,653</b>	<b>6,848</b>	<b>3,071</b>	<b>375</b>	<b>1,599</b>	<b>-</b>	<b>-</b>	<b>1,159</b>	<b>39,182</b>	
PATH Total					<b>402,574</b>	<b>353,514</b>	<b>319,399</b>	<b>261,563</b>	<b>301,972</b>	<b>373,541</b>	<b>357,801</b>	<b>276,191</b>	<b>254,566</b>	<b>117,457</b>	<b>3,056,578</b>	
Tunnels Bridges & Terminals	B02	CB02-012 - CMWP - HT - CAPITAL MAJOR WORKS OUTER YEARS	SGR	P	333	667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,000	13,669
Tunnels Bridges & Terminals	B02	CB02-040 - REHAB TUNNEL VENT SYS/MACH/ELEC	SGR	4	11,007	12,937	11,415	16,865	7,457							59,581
Tunnels Bridges & Terminals	B02	CB02-123 - PHASE 1 - DEMOLITION OF PIER 9/204	SGR	3	13	206	301	1,999	6,014	20,102						28,135
Tunnels Bridges & Terminals	B02	CB02-153 - INSTALLATION OF CROSS PASSAGE DOORS	SEC	4	3,593	310	-	-	-	-	-	-	-	-		3,902
Tunnels Bridges & Terminals	B02	CB02-156 - SUPERVISORY CONTROL SYSTEM REPLACEMENT	SGR	1	539	861	1,214	1,763	9,249	7,088	2,576					23,380
Tunnels Bridges & Terminals	B02	CB02-162 - REPLACEMENT OF 4 VENT BLDGS	SGR	4	326	1,105	780									2,411
Tunnels Bridges & Terminals	B02	CB02-166 - HT - NO TIVAC SYSTEM REPLACEMENT/ADMINISTRATIVE	SGR	4	2,543	1,312										3,655
Tunnels Bridges & Terminals	B02	CB02-167 - CMWP - HT BACKFLOW PREVENTERS	SGR	4	373	90										463
Tunnels Bridges & Terminals	B02	CB02-169 - CMWP - HT - PRIORITY STEEL CONCRETE REHABIL.	SGR	4	69	-										89
Tunnels Bridges & Terminals	B02	CB02-172 - REHABILITATION OF CATWALK	SGR	4	1,418	1,930	365									3,713
Tunnels Bridges & Terminals	B02	CB02-173 - REPAIRS TO REBELLING OF BOILER AND HE	SGR	3	181	425	1,210	2,067								3,883
Tunnels Bridges & Terminals	B02	CB02-174 - PHASE 1 - REHABILITATION OF PIER 9/204	SGR	3	-	351	709	1,304	1,351	3,003	6,003	8,000	15,000	15,000	59,721	
Tunnels Bridges & Terminals	B02	CB02-175 - CMWP - REPLACEMENT OF BULKHEAD DOORS IN VE	SGR	1	374	291	585	838	1,038							3,125
Tunnels Bridges & Terminals	B02	CB02-177 CMWP - WALL REPAIR & SIDEWALK REPLACEMENT /	SGR	1	182	163	682	1,422								2,450
Tunnels Bridges & Terminals	B02	CB02-178 - CMWP - TRAFFIC SAFETY IMPROVEMENTS TO ADORE	SGR	4	106	-										106
Tunnels Bridges & Terminals	B02	CB02-180 - CMWP - STAIR REHABILITATION IN NEW YORK VENTI	SGR	3	214	318	1,024									1,556
Tunnels Bridges & Terminals	B02	CB02-184 - HT ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	310	726	2,336	2,183								5,556
Tunnels Bridges & Terminals	B02	CB02-185 - REHABILITATION OF BRONZE DOORS - CAPITAL MA	SGR	4	713	309	-									1,022
Tunnels Bridges & Terminals	B02	CB02-188 - REPLACEMENT OF FIRE STANPIPE SYSTEM	SGR	P		266	421	1,536	1,647	909						5,000
Tunnels Bridges & Terminals	B02	CB02-189 - STRUCTURAL REPAIRS OF GRANITE WALLS AT PORTY	SGR	P		-					294	808	1,501	6,500	8,900	18,002
Tunnels Bridges & Terminals	B02	CB02-190 - STAIR REHAB. IN NY VENTILATION BUILDING	SGR	P		-	165	234	905	1,075						3,161
Tunnels Bridges & Terminals	B02	CB02-191 - UPGRADE POWER DISTRIBUTION SYSTEM OF EMER	SGR	P		-	-	-	-	303	551	752	1,101	1,301	4,008	
Tunnels Bridges & Terminals	B02	CB02-193 - CONCRETE AND STEEL REHABILITATION	SGR	P		315	619	2,156	3,313	1,597						8,000
Tunnels Bridges & Terminals	B02	CB02-194 PAVEMENT REHABILITATION PROGRAM	SGR	P		-	296	970	1,466	1,477	1,792					6,000

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Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020*
Tunnels Bridges & Terminals	B02	(CB02-195 - REHAB. SUPPLY BLOWER PORTS	SGR	P	-	334	404	1,653	1,374	239	-	-	-	-	-
Tunnels Bridges & Terminals	B02	(CB02-196 - REHAB. OF EVADE STACKS ON VENTILATION BUILD)	SGR	P	-	-	-	-	-	290	576	1,369	6,773	4,005	
Tunnels Bridges & Terminals	B02	(CB02-197 - REPLACEMENT OF OVERHEIGHT DETECTION EQUIP)	SGR	P	-	-	-	-	-	1,000	1,000	1,500	2,500	9,009	
Tunnels Bridges & Terminals	B02	(CB02-200 - WATERSES BUFFER ZONE PROTECTION	SEC	P	-	202	823	1,039	-	-	-	-	-	-	6,000
Tunnels Bridges & Terminals	B02	(CB02-201 - CCTV VIDEO ANALYTICS SYSTEM	SEC	P	-	-	202	823	1,039	-	-	-	-	-	2,063
Tunnels Bridges & Terminals	B02	(CB02-202 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	2,120	1,849	996	7,407	4,008	2,424	-	-	-	-	18,807
Tunnels Bridges & Terminals	B02	(CB02-203 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P	-	-	-	300	1,250	1,250	-	-	-	-	3,000
Tunnels Bridges & Terminals	B02	(CB02-204 - TOLL INTEROPERABILITY RADIO COMMUNICATION	SEC	P	-	302	1,193	1,502	2,505	1,371	-	-	-	-	7,074
Tunnels Bridges & Terminals	B02	(CB02-205 - PUBLIC SAFETY 800 MHZ EDACS STIMULCAST TRUNK	SEC	P	-	69	1,292	-	-	-	-	-	-	-	1,361
<b>B02 Total</b>					<b>24,433</b>	<b>25,558</b>	<b>28,701</b>	<b>47,430</b>	<b>44,481</b>	<b>43,401</b>	<b>15,170</b>	<b>13,497</b>	<b>27,136</b>	<b>35,474</b>	<b>305,283</b>
Tunnels Bridges & Terminals	B03	(CB03-011 - CMWP - LT- OUTER YEARS	SGR	P	333	767	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	13,769
Tunnels Bridges & Terminals	B03	(CB03-063 - REPLACE NECH & ELECT. VENT EQUIP.	SGR	P	-	-	-	1,418	2,013	1,080	3,001	2,995	5,006	5,006	15,355
Tunnels Bridges & Terminals	B03	(CB03-093 - REPAINTING TUNNEL VENTILATION FANS	SGR	4	1,110	2,008	2,511	2,384	-	-	-	-	-	-	8,212
Tunnels Bridges & Terminals	B03	(CB03-131 - REHAB. OF NO VENTILATION BLDG. EXTERIOR	SGR	4	1,928	3,616	-	-	-	-	-	-	-	-	5,544
Tunnels Bridges & Terminals	B03	(CB03-149 - REHAB OF NY APPROACH BRIDGES	SGR	4	4,083	1,153	-	-	-	-	-	-	-	-	5,236
Tunnels Bridges & Terminals	B03	(CB03-153 - REHAB. DYER PLAZA AVE. ROADWAY SLABS	SGR	P	-	256	426	491	632	1,774	1,853	2,197	2,664	5,992	16,295
Tunnels Bridges & Terminals	B03	(CB03-163 - LT- CCTV CAMERA ENHANCEMENT	SEC	4	117	-	-	-	-	-	-	-	-	-	117
Tunnels Bridges & Terminals	B03	(CB03-167 - LT - EXPLOSION PROOF EQUIPMENT - NRPR	SGR	3	532	1,823	-	4,002	2,107	-	-	-	-	-	8,463
Tunnels Bridges & Terminals	B03	(CB03-172 - REFL. EXHAUST & BLOWER DUCT ACCESS DOORS	SGR	P	-	-	-	-	229	299	1,417	1,560	1,650	856	6,010
Tunnels Bridges & Terminals	B03	(CB03-184 - CMWP - MODIF. TO TRAFFIC SIGNAL CONTROL PAN	SGR	P	-	-	-	250	550	1,200	2,000	-	-	-	4,000
Tunnels Bridges & Terminals	B03	(CB03-190 - SUMP PUMP REPLACEMENT	SGR	P	-	-	-	-	350	650	1,500	2,000	500	-	5,000
Tunnels Bridges & Terminals	B03	(CB03-208 - INSTALLATION OF CROSS PASSAGE DOORS	SEC	4	4,397	310	-	-	-	-	-	-	-	-	4,702
Tunnels Bridges & Terminals	B03	(CB03-211 - STRUCTURAL REHAB AND REPAIRING OF HELIX	SGR	3	879	14,436	21,498	22,866	24,714	-	-	-	-	-	84,393
Tunnels Bridges & Terminals	B03	(CB03-213 - REPLACEMENT OF HELIX	SGR	1	2,255	2,712	2,765	2,656	2,900	3,212	3,431	-	-	-	22,680
Tunnels Bridges & Terminals	B03	(CB03-214 - BUS RAMP DECK REPLACEMENT PHASE II	SGR	4	15,421	16,570	13,644	11,089	4,948	-	-	-	-	-	61,672
Tunnels Bridges & Terminals	B03	(CB03-223 - NYL CAPACITY ENHANCEMENT	SEP	P	-	-	263	515	1,017	1,244	2,085	2,777	4,577	5,654	18,133
Tunnels Bridges & Terminals	B03	(CB03-226 - BUS RAMP DECK REPLACEMENT PHASE III	SGR	P	-	-	-	-	-	749	1,038	3,756	10,408	15,951	12,314
Tunnels Bridges & Terminals	B03	(CB03-227 - CMWP - OVER TRIP PROTECTION ON NYAI	SGR	4	145	-	-	-	-	-	-	-	-	-	145
Tunnels Bridges & Terminals	B03	(CB03-228 - REPLACE HVAC SYS. AT NO ADMIN. BLDG.	SGR	4	723	1,898	3,339	-	-	-	-	-	-	-	6,760
Tunnels Bridges & Terminals	B03	(CB03-229 - REHABILITATION OF 39TH ST UNDERPASS	SGR	P	-	301	647	1,340	723	-	-	-	-	-	3,012
Tunnels Bridges & Terminals	B03	(CB03-230 - Rehabilitation of Column Rings and Repairs to Underid	SGR	3	186	3,321	3,481	1,770	-	-	-	-	-	-	8,758
Tunnels Bridges & Terminals	B03	(CB03-231 - REPLACE VENTILATION LOUVERS IN NY VENTILATIC	SGR	3	419	765	4,382	5,058	1,691	-	-	-	-	-	12,314
Tunnels Bridges & Terminals	B03	(CB03-233 - LINCOLN TUNNEL INSTALLATION OF BACK-LOW PRI	NAND	4	1,292	759	-	-	-	-	-	-	-	-	2,051
Tunnels Bridges & Terminals	B03	(CB03-235 - UPGRADE CCTV SURVEILLANCE EQUIPMENT	SEC	4	1,553	-	-	-	-	-	-	-	-	-	1,553
Tunnels Bridges & Terminals	B03	(CB03-237 - T-Helix Fencing/Upgrade CCTV Surveillance Equipment	SEC	P	-	501	1,976	3,946	4,192	-	-	-	-	-	10,616
Tunnels Bridges & Terminals	B03	(CB03-241 - CMWP - REHABILITATION OF GALVIN PLAZA APPRO	SGR	P	-	-	-	-	200	4,600	900	1,300	2,500	-	9,500
Tunnels Bridges & Terminals	B03	(CB03-242 - TRAFFIC SAFETY IMPROVEMENTS	SGR	4	40	-	-	-	-	-	-	-	-	-	40
Tunnels Bridges & Terminals	B03	(CB03-243 - CMWP - REPLACE BUS RAMP HEATING SYSTEM EXP	SGR	4	437	359	-	-	-	-	-	-	-	-	796
Tunnels Bridges & Terminals	B03	(CB03-244 - REPAVING OF CENTER TUNNEL	SGR	P	-	307	447	-	-	-	-	-	-	-	6,006
Tunnels Bridges & Terminals	B03	(CB03-245 - Deck Replacement of the NY Expressway down W135	SGR	2	292	1,020	907	-	-	-	-	-	-	-	16,900
Tunnels Bridges & Terminals	B03	(CB03-248 - CMWP - INSTALLATION AND REHABILITATION OF R	SGR	P	-	220	288	358	1,124	-	-	-	-	-	2,000

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Department	F-Category	Project Title	Category	Stage	2011-2020						
					2011	2012	2013	2014	2015	2016	
Tunnels Bridges & Terminals	B03	CB03-249 - CNWP - NY PRIORITY REPAIRS ON BUS RAMPS	SGR	4	15	-	-	-	-	-	15
Tunnels Bridges & Terminals	B03	CB03-252 - LT ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	321	938	2,772	3,456	-	-	-
Tunnels Bridges & Terminals	B03	CB03-253 - UPGRADE LIFE SAFETY MONITORING SYSTEM	SGR	2	170	418	1,073	1,793	-	-	7,487
Tunnels Bridges & Terminals	B03	CB03-254 - REPLACEMENT OF HELIX (POST-PLANNING AND CON)	SGR	P	-	-	-	-	-	-	3,454
Tunnels Bridges & Terminals	B03	CB03-258 - REPLACEMENT OF NEW JERSEY FEEDERS SOUTH TL	SGR	3	-	-	-	-	-	-	116,284
Tunnels Bridges & Terminals	B03	CB03-259 - PRIORITY STRUCTURAL REHABILITATION	SGR	P	-	-	-	-	-	-	6,000
Tunnels Bridges & Terminals	B03	CB03-260 - PAVEMENT REHABILITATION PROGRAM	SGR	P	-	-	293	530	3,359	3,491	1,852
Tunnels Bridges & Terminals	B03	CB03-261 - WATERSIDE BUFFER ZONE PROTECTION	SEC	P	-	202	822	1,034	-	-	-
Tunnels Bridges & Terminals	B03	CB03-262 - TOLL COLLECTION SYSTEM RECOAT	SGR	4	3,283	2,810	1,520	10,552	3,141	3,278	-
Tunnels Bridges & Terminals	B03	CB03-263 - TBAT INTEROPERABILITY RADIO COMMUNICATION	SEC	P	-	302	1,193	1,592	2,505	1,571	-
Tunnels Bridges & Terminals	B03	CB03-265 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P	-	-	-	-	-	-	2,489
Tunnels Bridges & Terminals	B03	CB03-266 - PUBLIC SAFETY 800 MHZ EDACS SHIMCAST TRUNK	SEC	P	-	75	1,655	-	-	-	10,000
Tunnels Bridges & Terminals	B03	CB03-TBD - PULASKI SKYWAY INFRASTRUCTURE	SGR	P	-	164,000	200,000	210,000	260,000	235,000	-
Tunnels Bridges & Terminals	B03	CB03-TBD - ROUTE 1897 NEW ROAD INFRASTRUCTURE	SGR	P	-	5,000	18,000	25,000	38,000	-	-
Tunnels Bridges & Terminals	B03	CB03-TBD - ROUTE 7 WITPREN BRIDGE INFRASTRUCTURE	SGR	P	-	174,000	135,000	166,000	90,000	90,000	-
<b>B03 Total</b>					<b>39,967</b>	<b>402,608</b>	<b>429,129</b>	<b>454,527</b>	<b>431,936</b>	<b>383,227</b>	<b>22,943</b>
Tunnels Bridges & Terminals	B04	CB04-014 - CNWP - GWH-CAPITAL MAJOR WORK OUTER YEARS	SGR	P	433	200	1,667	1,667	1,667	1,667	1,667
Tunnels Bridges & Terminals	B04	CB04-132 - REBAG OF STRUCTURAL STEEL, REVOFT OF LEAD	SGR	2	119	1,927	2,434	4,241	4,162	8,267	8,056
Tunnels Bridges & Terminals	B04	CB04-133 - REBAG OF STRUCTURAL STEEL & RECOAT BUS TURNAROUND	SGR	1	161	930	3,179	2,630	2,781	2,768	-
Tunnels Bridges & Terminals	B04	CB04-161 - TIP TO LOWER LEVEL CONNECTOR RAMP	SEP	2	-	-	-	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-165 - LEAD REMOVAL/RECOATING NW/NJ ANCHORAGE	SGR	4	571	-	-	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-193 - CNWP - NJ ANCHORAGE ACCESS STAIR AND CATW	SGR	4	114	250	843	452	-	-	-
Tunnels Bridges & Terminals	B04	CB04-207 - ROPE RECOATING AND MAIN CABLE	SGR	1	1,485	3,755	7,024	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-219 - REBAG NAB HYAC SYSTEM	SGR	2	807	633	765	4,625	4,860	-	-
Tunnels Bridges & Terminals	B04	CB04-221 - RECOAT RAMP 01,02 & LL-1.95 RAMPS 384	SGR	4	1,134	-	-	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-222 - RECOAT NORTH & SOUTH BUS PARKING BRIDGE	SGR	P	-	-	219	308	791	1,651	1,033
Tunnels Bridges & Terminals	B04	CB04-224 - STRUCTURAL STEEL REHABILITATION AND RECOAT	SGR	P	-	-	246	346	994	2,365	1,049
Tunnels Bridges & Terminals	B04	CB04-224 - STRUCTURAL STEEL REHABILITATION AND RECOAT	SGR	P	-	-	250	350	1,060	2,460	1,000
Tunnels Bridges & Terminals	B04	CB04-228 - REHABILITATION OF MAIN SPAN FIRE STANDPIPE S	SGR	3	442	1,395	3,687	3,930	4,749	-	-
Tunnels Bridges & Terminals	B04	CB04-229 - RECOAT OF LIGHTING ALONG RUX RAMPS	SGR	P	-	-	-	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-241 - NUNNY HIGH TENSION EJECT SWITCH/GEAR REH	SGR	1	108	790	3,331	4,565	5,193	-	-
Tunnels Bridges & Terminals	B04	CB04-252 - NJ ANCHORAGE - DRAINAGE REHAB.	SGR	P	-	214	1,011	1,488	1,796	2,110	2,137
Tunnels Bridges & Terminals	B04	CB04-258 - FORT LEE STREET IMPROVEMENTS	SGR	4	659	2,179	-	-	-	-	-
Tunnels Bridges & Terminals	B04	CB04-260 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	(5,260)	5,968	15,366	12,193	7,412	5,770	-
Tunnels Bridges & Terminals	B04	CB04-261 - REBAG OF UPPER LEVEL SPAN OVER NJ ANCHORAG	SGR	2	682	1,012	2,377	6,672	6,025	8,359	-
Tunnels Bridges & Terminals	B04	CB04-262 - REPLACEMENT OF IMPACT ATTENUATORS GUIDE R	SGR	3	360	1,213	4,961	6,340	-	-	12,874
Tunnels Bridges & Terminals	B04	CB04-263 - TRANS MANHATTAN EXPRESSWAY REHABILITATION	SGR	P	-	-	-	246	556	1,705	5,477
Tunnels Bridges & Terminals	B04	CB04-270 - MAIN SPAN/LIP LEVEL STRUCTURAL STEEL REHA	SGR	4	20,245	26,413	28,531	36,011	26,734	9,726	9,961
Tunnels Bridges & Terminals	B04	CB04-272 - REBAG OF NY/NJ ANCHOR MAIN CABLE STRANDS	SGR	2	448	911	2,532	4,249	7,347	8,760	11,279
Tunnels Bridges & Terminals	B04	CB04-276 - REHABILITATION 178TH & 179TH STREET RAMPS DL	SGR	2	689	1,043	1,721	0,239	19,912	17,855	18,424
Tunnels Bridges & Terminals	B04	CB04-285 - REHABILITATION OF THE TIP HELIX	SGR	1	529	1,026	1,336	1,084	7,073	9,404	9,220

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(\$ in thousands)

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
Tunnels Bridges & Terminals	B04	CB04-285 NY RAMPS HRL & HR2 - STRUCTURAL, STEEL & REHAB	SGR	4	469	2,177	2,297	1,446	-	-	-	-	-	-	6,388
Tunnels Bridges & Terminals	B04	CB04-287 - GWB - PRIORITY STEEL AND CONCRETE REHABILITATION	SGR	4	3,532	3,804	3,007	3,007	3,000	-	-	-	-	-	13,345
Tunnels Bridges & Terminals	B04	CB04-288 - REHABILITATION OF MEDIAN BARRIERS & TRAFFIC S	SGR	3	234	781	1,776	5,719	6,721	-	-	-	-	-	15,050
Tunnels Bridges & Terminals	B04	CB04-293 - UPPER LEVEL DRAINAGE IMPROVEMENTS	SEC	4	829	-	-	-	-	-	-	-	-	-	829
Tunnels Bridges & Terminals	B04	CB04-296 LLYB-MAIN SPAN & THE LLEGBYR ROADWAYS - PA	SGR	4	3,691	354	-	-	-	-	-	-	-	-	4,046
Tunnels Bridges & Terminals	B04	CB04-297 - Upper Level Westbound Departure Roadway and Ron	SGR	4	1,519	1,757	-	-	-	-	-	-	-	-	3,276
Tunnels Bridges & Terminals	B04	CB04-298 - QLEB APPROACH & PIP HELIX-PAVEMENT REPLACE	SGR	4	1,918	656	-	-	-	-	-	-	-	-	2,574
Tunnels Bridges & Terminals	B04	CB04-300 - LLEB MAIN SPAN, LLEB APPROACH & RAMPS - PAVEL	SGR	P	-	-	-	231	1,546	4,100	2,470	-	-	-	8,347
Tunnels Bridges & Terminals	B04	CB04-301 - PIP NORTHBOUND & REHABILITATIO	SGR	P	-	159	949	1,267	-	-	-	-	-	-	2,376
Tunnels Bridges & Terminals	B04	CB04-302 - REHABILITATION OF HUDDSON RAMPS- PAVEMENTS	SGR	P	-	300	2,938	3,339	-	-	-	-	-	-	6,578
Tunnels Bridges & Terminals	B04	CB04-305 - N ADMINISTRATION BUILDING WINDOW REPLACE	SGR	3	165	278	1,367	1,092	-	-	-	-	-	-	2,901
Tunnels Bridges & Terminals	B04	CB04-306 - CHWIP - REPLACEMENT OF PASSENGER ELEVATOR A	HAND	3	142	399	982	1,069	-	-	-	-	-	-	2,593
Tunnels Bridges & Terminals	B04	CB04-307 - CMWP - REPLACEMENT OF DECK JOINTS AT CENTER	SGR	4	1,423	873	-	-	-	-	-	-	-	-	2,296
Tunnels Bridges & Terminals	B04	CB04-310 - CHILLER REPLACEMENT AT TOLL HOUSES	SGR	P	-	-	-	-	-	35	700	764	1,474	-	3,264
Tunnels Bridges & Terminals	B04	CB04-311 - REHABILITATION OF THE BIR RAMP DECKS AND BU	SGR	P	-	318	521	547	2,216	4,982	9,154	11,293	10,974	-	40,005
Tunnels Bridges & Terminals	B04	CB04-312 - UPGRADE/REPLACE ITS SIGNS AND FIELD DEVICES	SGR	P	-	93	444	925	1,562	8,888	21,366	15,280	21,491	-	83,259
Tunnels Bridges & Terminals	B04	CB04-313 - REHABILITATION OF THE OVERPASSES	SGR	4	2,083	366	-	-	-	-	-	-	-	-	2,449
Tunnels Bridges & Terminals	B04	CB04-315 - REHABILITATION OF UPPER LEVEL LOWER LEVEL A	SGR	3	179	383	1,018	2,533	1,111	-	-	-	-	-	5,225
Tunnels Bridges & Terminals	B04	CB04-316 - CHWP - REPLACE SCUPPERS, DOWN SPOUTS AND D	SGR	P	-	1,369	1,178	1,104	-	-	-	-	-	-	3,650
Tunnels Bridges & Terminals	B04	CB04-317 - CWB-REHABILITATION OF CENTER AVE BRIDGE AND	SGR	1	239	1,531	2,136	3,363	7,591	15,630	15,785	-	-	-	46,274
Tunnels Bridges & Terminals	B04	CB04-318 - CWB ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	546	1,801	6,443	6,261	-	-	-	-	-	-	15,051
Tunnels Bridges & Terminals	B04	CB04-319 - SUSP. ROPE REPLACEMENT & MAIN TABLE REHAB (U	SGR	P	-	-	6,635	15,205	61,721	98,013	100,555	120,922	122,659	121,710	531,710
Tunnels Bridges & Terminals	B04	CB04-323 - REHAB. OF NJ BUILDINGS & MISC. STRUCTURES	SGR	3	449	1,541	2,323	544	-	-	-	-	-	-	4,857
Tunnels Bridges & Terminals	B04	CB04-324 - REPLACEMENT OF TELEPHONE SYSTEM	SGR	P	-	-	225	712	1,618	945	-	-	-	-	3,500
Tunnels Bridges & Terminals	B04	CB04-325 - UPGRADE EMERGENCY POWER FEED	SGR	P	-	106	335	1,096	1,463	-	-	-	-	-	3,000
Tunnels Bridges & Terminals	B04	CB04-329 - REHABILITATION OF THE OVERPASSES - PHASE II	SGR	P	-	-	-	-	-	-	346	742	16,856	17,944	-
Tunnels Bridges & Terminals	B04	CB04-331 LLYB-MAIN SPAN & THE LLEGBYR ROADWAYS - PAV	SGR	P	-	-	-	-	-	-	876	-	3,224	4,100	-
Tunnels Bridges & Terminals	B04	CB04-332 - REHAB. OF ROADWAY DECK OVER EMERGENCY GAR	SGR	P	91	364	556	556	5,300	4,042	-	-	-	-	12,432
Tunnels Bridges & Terminals	B04	CB04-333 - FACILITY STEEL AND CONCRETE REHABILITATION	SGR	1	502	1,160	3,467	4,575	-	-	-	-	-	-	9,703
Tunnels Bridges & Terminals	B04	CB04-334 - REHABILITATION OF HR RAMPS COMPLEX - PHASE I	SGR	P	-	-	-	-	-	-	-	-	-	-	11,974
Tunnels Bridges & Terminals	B04	CB04-335 - REHAB. OF THE ELECTRICAL SYSTEM INCLUDING LI	SGR	P	-	-	246	524	1,479	2,923	4,075	4,110	4,914	8,183	26,454
Tunnels Bridges & Terminals	B04	CB04-336 - REHABILITATION OF THE OVERPASSES - PHASE I	SGR	P	-	246	492	492	1,602	10,919	11,183	11,671	31,100	-	801
Tunnels Bridges & Terminals	B04	CB04-338 - NO LIGHTING FEEDERS REPLACEMENT	SGR	P	-	246	492	1,223	2,530	4,962	-	-	-	-	657
Tunnels Bridges & Terminals	B04	CB04-339 - BRIDGE TOWER TRANSFORMERS REPLACEMENT	SGR	P	-	91	374	1,188	1,467	-	-	-	-	-	502
Tunnels Bridges & Terminals	B04	CB04-340 - REHABILITATION OF LOWER NY TOWER	SGR	P	-	-	310	593	1,043	5,074	7,915	-	-	-	3,121
Tunnels Bridges & Terminals	B04	CB04-343 - REHABILITATION OF 14 ANCHORAGE PUMP ROOM	SGR	P	91	246	653	-	-	-	-	-	-	-	14,934
Tunnels Bridges & Terminals	B04	CB04-344 - UPPER LEVEL WESTBOUND DEPARTURE ROADWAY /	SGR	P	-	-	-	-	-	-	-	-	-	-	657
Tunnels Bridges & Terminals	B04	CB04-345 - QLEB APPROACH & PIP HELIX-PAVEMENT REPLACE	SGR	P	-	-	-	-	-	-	-	-	-	-	502
Tunnels Bridges & Terminals	B04	CB04-349 - GWB NJ ACCESS IMPROVEMENT PROGRAM	SEP	P	-	1,011	4,157	-	-	-	-	-	-	-	30,055
Tunnels Bridges & Terminals	B04	CB04-350 - SITE PREPARATION FOR TRUCK INSPECTION LOT	SEC	P	-	202	601	1,190	3,022	4,986	973	-	-	-	10,974
Tunnels Bridges & Terminals	B04	CB04-351 - ACCESS RAMP BARRIER UPGRAD	SEC	P	-	203	606	1,997	1,003	1,993	-	-	-	-	6,002

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Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011-2020	
Tunnels, Bridges & Terminals	B04	CB04-354 - NTCS - AET COMPONENT	SEP	2	3,769	644	-	747	768	4,020	31,598	-	-	-	41,545	
Tunnels, Bridges & Terminals	B04	CB04-356 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P	-	-	-	-	-	750	1,500	-	-	-	3,750	
Tunnels, Bridges & Terminals	B04	CB04-357 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEC	P	-	81	1,465	-	-	-	-	-	-	-	1,546	
<b>B04 Total</b>																
Tunnels, Bridges & Terminals	B06	CB06-001 - CNWP - BB - CAPITAL MAJOR WORK OUTER YEARS	SGR	P	100	1,000	1,000	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,711,837	
Tunnels, Bridges & Terminals	B06	CB06-038 - REHAB OF STRUCTURAL STEEL - REMOVAL OF LEAD	SGR	2	913	1,941	3,000	-	-	-	-	-	-	-	-	13,769
Tunnels, Bridges & Terminals	B06	CB06-073 - FIRE STANDPIPE REHABILITATION	SGR	3	280	-	-	-	-	-	-	-	-	-	-	6,054
Tunnels, Bridges & Terminals	B06	CB06-077 - BB - NAVIGATIONAL CLEARANCE LIMITATIONS	SEP	2	4,920	9,830	10,321	7,086	-	-	-	-	-	-	-	32,156
Tunnels, Bridges & Terminals	B06	CB06-094 - CNWP - INSTALLATION OF BACK-ON-WAY PREVENTERS	MAND	4	159	218	-	-	-	-	-	-	-	-	-	417
Tunnels, Bridges & Terminals	B06	CB06-097 - CNWP - INSTALLATION AND REHABILITATION OF RI	SGR	4	307	-	-	-	-	-	-	-	-	-	-	307
Tunnels, Bridges & Terminals	B06	CB06-100 - CCTV CAMERA SYSTEM REPAIRMENT	SEC	3	164	230	1,383	2,144	-	-	-	-	-	-	-	3,920
Tunnels, Bridges & Terminals	B06	CB06-102 - NAVIGATIONAL CLEARANCE LIMITATIONS (POSTPR)	SEP	P	-	-	96,625	210,997	277,425	314,736	264,584	81,967	-	-	1,256,332	
Tunnels, Bridges & Terminals	B06	CB06-103 - CNWP - BB-FRAZNAH SHEDS REPLACEMENT	MAND	3	160	593	465	-	-	-	-	-	-	-	-	1,218
Tunnels, Bridges & Terminals	B06	CB06-108 - TOLHOUSE ROOF REPLACEMENT	SGR	P	-	199	601	1,193	-	-	-	-	-	-	-	1,989
Tunnels, Bridges & Terminals	B06	CB06-113 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	1,041	862	3,023	614	1,105	1,114	-	-	-	-	-	7,758
Tunnels, Bridges & Terminals	B06	CB06-114 - CNWP - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	-	-	-	-	-	-	-	-	-	266
Tunnels, Bridges & Terminals	B06	CB06-115 - CNWP - REPLACEMENT OF ROOFING MEMBRANE AT T	SGR	P	-	251	1,074	-	-	-	-	-	-	-	-	1,325
<b>B06 Total</b>																
Tunnels, Bridges & Terminals	B07	CB07-002 - CNWP - GR-CAPITAL MAJOR WORK OUTER YEARS	SGR	P	200	1,102	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,815,802	
Tunnels, Bridges & Terminals	B07	CB07-093 - REHAB AND/REP. FIRE ALARM SYSTEM	SGR	4	3,046	-	-	-	-	-	-	-	-	-	-	14,638
Tunnels, Bridges & Terminals	B07	CB07-103 - GOETHALS BRIDGE MODERNIZATION	SGR	2	11,963	-	-	-	-	-	-	-	-	-	-	11,963
Tunnels, Bridges & Terminals	B07	CB07-108 - REPAIRMENT OF ADMIN BLDG CURTAIN WALL	SGR	4	1,519	3,678	2,025	-	-	-	-	-	-	-	-	7,222
Tunnels, Bridges & Terminals	B07	CB07-114 - FIRE STANDPIPE REHABILITATION	SGR	3	645	-	-	-	-	-	-	-	-	-	-	645
Tunnels, Bridges & Terminals	B07	CB07-117 - REPLACEMENT OF CONCRETE PAVEMENT TOLL LANE	SGR	P	-	503	750	2,000	1,750	-	-	-	-	-	5,000	
Tunnels, Bridges & Terminals	B07	CB07-127 - CNWP - ACCESS CONTROL SYSTEM UPGRADES	SEC	4	737	33	-	-	-	-	-	-	-	-	-	770
Tunnels, Bridges & Terminals	B07	CB07-129 - CNWP - INSTALLATION OF BACKFLOW PREVENTERS	MAND	4	199	-	230	-	-	-	-	-	-	-	-	479
Tunnels, Bridges & Terminals	B07	CB07-131 - CNWP - INSTALLATION AND REHABILITATION OF RI	SGR	4	806	-	-	-	-	-	-	-	-	-	-	806
Tunnels, Bridges & Terminals	B07	CB07-132 - CCTV CAMERA SYSTEM REPAIRMENT	SEC	3	176	230	1,981	2,144	-	-	-	-	-	-	-	3,922
Tunnels, Bridges & Terminals	B07	CB07-136 - REPLACEMENT OF ROOF AT GOETHALS BRIDGE ADD'	SGR	4	209	2,439	-	-	-	-	-	-	-	-	-	2,648
Tunnels, Bridges & Terminals	B07	CB07-137 - GOETHALS BRIDGE MODERNIZATION (POST-PLANN)	SGR	P	-	25,550	49,331	53,943	21,184	10,993	11,543	3,754	-	-	176,197	
Tunnels, Bridges & Terminals	B07	CB07-138 - CNWP - GB - HAZMAT SHEETS REPAIRMENT	MAND	3	160	593	465	-	-	-	-	-	-	-	-	1,218
Tunnels, Bridges & Terminals	B07	CB07-139 - GB - PRIORITY STEEL REPAIR	SGR	3	29	455	1,015	824	-	-	-	-	-	-	-	2,320
Tunnels, Bridges & Terminals	B07	CB07-143 - REPAIRMENT OF ADMINISTRATION BUILDING HEA	SGR	P	-	200	495	1,798	750	1,495	-	-	-	-	-	4,727
Tunnels, Bridges & Terminals	B07	CB07-145 - INTERCHANGE RAMPS PROJECT	SEP	P	-	476	2,111	1,662	3,498	4,328	60,346	32,531	-	-	-	105,936
Tunnels, Bridges & Terminals	B07	CB07-146 - TOLL COLLECTION SYSTEM REPAIRMENT	SGR	4	2,047	-	-	-	-	-	-	-	-	-	-	14,925
Tunnels, Bridges & Terminals	B07	CB07-150 - CNWP - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	108	-	-	-	-	-	-	-	-	266
Tunnels, Bridges & Terminals	B07	CB07-152 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEC	P	-	57	1,115	-	-	-	-	-	-	-	-	1,172
<b>B07 Total</b>																
Tunnels, Bridges & Terminals	B08	CB08-001 - CNWP - GBX - OUT YEARS	SGR	P	100	1,510	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	14,638
Tunnels, Bridges & Terminals	B08	CB08-075 - FIRE STANDPIPE REHABILITATION	SGR	P	-	-	-	-	-	-	-	-	-	-	-	8,766
Tunnels, Bridges & Terminals	B08	CB08-082 - DECK REHABILITATION	SGR	P	-	-	-	-	-	-	515	700	999	14,997	20,006	37,217

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**(\$ in thousands)**

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020	
Tunnels, Bridges & Terminals	B08	CB08-083 - TOLBOOTH MECHANICAL SYSTEM REHABILITATION	SGR	P	-	499	1,987	2,998	3,145	-	-	-	-	-	8,638	
Tunnels, Bridges & Terminals	B08	CB08-091 - CWPW - INSTALLATION OF BACKFLOW PREVENTERS	NAND	4	177	199	-	-	-	-	-	-	-	-	376	
Tunnels, Bridges & Terminals	B08	CB08-093 - CWPW - INSTALLATION OF BACKFLOW PREVENTERS	SGR	4	483	-	-	-	-	-	-	-	-	-	493	
Tunnels, Bridges & Terminals	B08	CB08-096 - TOLL PLAZA - PAVERMENT REPLACEMENT	SGR	1	47	200	297	506	1,639	1,313	-	-	-	-	4,062	
Tunnels, Bridges & Terminals	B08	CB08-097 - CCTV CAMERA SYSTEM REPLACEMENT	SEC	3	177	229	1,983	2,144	-	-	-	-	-	-	3,932	
Tunnels, Bridges & Terminals	B08	CB08-098 - CWPW - ORK - HAZMAT SHEDS REPAIRMENT	NAND	3	155	593	465	-	-	-	-	-	-	-	1,213	
Tunnels, Bridges & Terminals	B08	CB08-099 - OBL - PRIORITY STEEL REPAIR	SGR	3	77	1,493	4,884	4,971	-	-	-	-	-	-	11,424	
Tunnels, Bridges & Terminals	B08	CB08-102 - REPLACEMENT OF ROOF AT TOLL BUILDING	SGR	P	-	196	286	501	1,000	589	-	-	-	-	2,987	
Tunnels, Bridges & Terminals	B08	CB08-103 - REPLACEMENT OF TOLHOUSE BOILERS	SGR	P	-	199	300	750	998	749	-	-	-	-	2,956	
Tunnels, Bridges & Terminals	B08	CB08-104 - PRIORITY STRUCTURAL REHABILITATION	SGR	P	-	-	-	-	-	-	499	752	-	-	12,250	
Tunnels, Bridges & Terminals	B08	CB08-107 - PAVEMENT REHABILITATION	SGR	P	-	251	750	2,998	4,997	3,501	2,700	-	-	-	15,196	
Tunnels, Bridges & Terminals	B08	CB08-109 - MAIN SPAN PIER PROTECTION	SEC	P	-	254	746	2,993	4,995	3,985	-	-	-	-	12,974	
Tunnels, Bridges & Terminals	B08	CB08-110 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	1,740	1,461	2,985	4,128	1,679	1,910	-	-	-	-	13,012	
Tunnels, Bridges & Terminals	B08	CB08-111 - CWPW - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	108	-	-	-	-	-	-	-	266	
Tunnels, Bridges & Terminals	B08	CB08-112 - CWPW - REPLACEMENT OF ROOFING MEMBRANE AT	SGR	1	24	246	1,171	-	-	-	-	-	-	-	1,441	
B08 Total					3,030	7,441	16,160	23,655	20,180	14,539	6,023	5,894	24,267	30,902	152,190	
Tunnels, Bridges & Terminals	B48	(CB08-001 - CWPW - GIBBS - OUTER YEARS	SGR	P	100	150	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	13,586
Tunnels, Bridges & Terminals	B48	(CB08-008 - UPGRADE OF FIRE ALARM SYSTEM	SGR	4	358	25	-	-	-	-	-	-	-	-	-	384
Tunnels, Bridges & Terminals	B48	(CB08-048 - CEILING REPLACEMENT OVER TIME	SGR	P	-	-	-	-	-	-	-	400	1,500	3,000	5,100	10,000
Tunnels, Bridges & Terminals	B48	(CB08-056 - GIBBS DEVELOPMENT	RPP	1	9,281	34,304	32,002	3,355	-	-	-	-	-	-	-	79,741
Tunnels, Bridges & Terminals	B48	(CB08-060 - STRUCTURAL REHABILITATION OF NORTH & SOUTH	SGR	P	-	182	849	1,773	5,250	-	-	-	-	-	8,054	
Tunnels, Bridges & Terminals	B48	(CB08-061 - INSTALLATION OF BOLLARDS	SEC	P	-	254	1,156	2,999	601	-	-	-	-	-	5,110	
B48 Total					9,739	34,916	36,574	9,794	7,518	1,667	2,067	3,167	4,667	6,767	116,875	
Tunnels, Bridges & Terminals	T06	CT06-018 - CWPW - PABT - OUTER YEARS	SGR	P	275	1,000	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	14,911	
Tunnels, Bridges & Terminals	T06	CT06-059 - REPAIR, ENCLOSED PULL THROUGH PLATFORMS	SGR	4	2,474	476	-	-	-	-	-	-	-	-	2,951	
Tunnels, Bridges & Terminals	T06	CT06-120 - BUILDING AUTOMATED MONITORING & CONTROL S	SGR	4	7,512	7,812	6,422	2,650	-	-	-	-	-	-	24,396	
Tunnels, Bridges & Terminals	T06	CT06-161 - PABT - ADA GATE MODIFICATIONS	NAND	4	277	-	-	-	-	-	-	-	-	-	277	
Tunnels, Bridges & Terminals	T06	CT06-166 - INSTALL ADDL SMOKE DETECTOR SYSTEM	NAND	4	2,458	514	-	-	-	-	-	-	-	-	2,972	
Tunnels, Bridges & Terminals	T06	CT06-181 - REPAIR OF EXHAUST FANS 19, 70, 71	SGR	4	1,293	485	-	-	-	-	-	-	-	-	1,772	
Tunnels, Bridges & Terminals	T06	CT06-195 - SEISMIC RETROFIT	NAND	4	1,481	-	-	-	-	-	-	-	-	-	1,481	
Tunnels, Bridges & Terminals	T06	CT06-196 - PABT - SW THIRD FL. WEARING COURSE REPLACEMENT	SGR	4	2,598	3,149	-	-	-	-	-	-	-	-	5,747	
Tunnels, Bridges & Terminals	T06	CT06-199 - REPLACEMENT OF FIRE PUMPS	SGR	3	626	1,276	3,088	4,744	-	-	-	-	-	-	9,735	
Tunnels, Bridges & Terminals	T06	CT06-200 - INSTALLATION OF FIRE ALARM VOICE EVACUATION	SGR	3	491	699	804	2,638	3,536	3,829	5,674	-	-	-	17,670	
Tunnels, Bridges & Terminals	T06	CT06-202 - REPLACE PRIMARY ELECTRIC SERVICE PHASE I	SGR	3	415	1,120	6,052	7,597	2,399	-	-	-	-	-	18,313	
Tunnels, Bridges & Terminals	T06	CT06-203 - REPLACE SIGNAGE SYSTEM	SGR	P	-	526	810	638	3,540	4,201	693	3,343	-	-	13,952	
Tunnels, Bridges & Terminals	T06	CT06-212 - REHABILITATION OF AW ESCALATORS	SGR	P	-	-	300	600	1,000	2,000	1,000	500	-	-	5,401	
Tunnels, Bridges & Terminals	T06	CT06-220 - PUBLIC RESTROOMS	SGR	P	-	-	700	2,500	-	-	-	-	-	-	6,001	
Tunnels, Bridges & Terminals	T06	CT06-222 - PABT BOLLARDS SECURITY PROJECT	SEC	4	517	-	-	-	-	-	-	-	-	-	517	
Tunnels, Bridges & Terminals	T06	CT06-230 - SOUTH WING REPLACEMENT OF HVAC UNITS AND A	SGR	3	1,210	4,489	7,984	8,391	8,762	11,553	-	-	-	-	50,582	
Tunnels, Bridges & Terminals	T06	CT06-235 - CONCRETE REHABILITATION	SGR	4	789	-	-	-	-	-	-	-	-	-	789	
Tunnels, Bridges & Terminals	T06	CT06-236 - AIR RIGHTS DEVELOPMENT	RPP	P	-	994	5,052	21,938	5,202	-	-	-	-	-	55,124	

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Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
Tunnels Bridges & Terminals	T06	CT06-239 PART Internal Structural Security Enhancements	SEC	P	-	200	493	800	3,227	11,267	17,368	14,114	10,601	-	58,011
Tunnels Bridges & Terminals	T06	CT06-243 - CNW/P - REPLACEMENT OF MEDECO KEY SYSTEM	SEP	4	339	-	-	-	-	-	-	-	-	-	339
Tunnels Bridges & Terminals	T06	CT06-244 - CMWP - UTILITY CONNECTION TO BAMS	SEP	4	82	-	-	-	-	-	-	-	-	-	82
Tunnels Bridges & Terminals	T06	CT06-245 - PABT/CCTV ENHANCEMENTS AND EXPANSION (REPL)	SEC	3	1,190	4,562	60	-	-	-	-	-	-	-	5,813
Tunnels Bridges & Terminals	T06	CT06-246 PART ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	270	784	1,907	2,077	-	-	-	-	-	-	5,039
Tunnels Bridges & Terminals	T06	CT06-247 - CMWP - REHABILITATION OF THE STEAM DISTRIBUTION	SGR	3	280	864	858	-	-	-	-	-	-	-	2,013
Tunnels Bridges & Terminals	T06	CT06-248 - FAÇADE IMPROVEMENTS - ENTRANCE CANOPES P	SGR	4	2,207	-	-	-	-	-	-	-	-	-	2,207
Tunnels Bridges & Terminals	T06	CT06-249 - FAÇADE IMPROVEMENTS - EXTERIOR SOFFITS & LC	SGR	4	1,850	-	-	-	-	-	-	-	-	-	1,850
Tunnels Bridges & Terminals	T06	CT06-250 - FAÇADE IMPROVEMENTS - TRUSS PAINTING	SGR	4	6,009	1,220	-	-	-	-	-	-	-	-	7,229
Tunnels Bridges & Terminals	T06	CT06-255 - INTERNAL REVITALIZATION	SEP	P	-	2,000	2,500	2,500	2,500	3,000	3,000	3,000	3,000	3,000	28,000
Tunnels Bridges & Terminals	T06	CT06-257 - RAMP AND HEIGHT MODIFICATIONS	SEP	P	-	-	257	763	908	1,815	2,256	-	-	-	6,000
Tunnels Bridges & Terminals	T06	CT06-259 - NORTH WING SB1 - WEARING COURSE REPLACEMENT	SGR	P	-	246	1,508	1,005	1,005	-	-	-	-	-	4,011
Tunnels Bridges & Terminals	T06	CT06-260 - CONCRETE REHABILITATION	SGR	P	-	56	565	3,231	-	-	-	-	404	5,550	7,262
Tunnels Bridges & Terminals	T06	CT06-261 - REPLACEMENT OF VENTILATION BUILDING EXHAUS	SGR	P	-	-	-	-	-	714	1,249	1,512	3,427	6,108	15,010
Tunnels Bridges & Terminals	T06	CT06-263 - REPLACEMENT OF STEAM DISTRIBUTION SYSTEM	SEC	P	-	-	128	356	1,008	2,015	2,015	545	-	-	6,068
Tunnels Bridges & Terminals	T06	CT06-266 - PUBLIC SAFETY 800 MHZ EDACS STIMULCAST TRUNK	SEC	P	-	101	1,864	-	-	-	-	-	-	-	1,965
<b>Tunnels Bridges &amp; Terminals Total</b>		<b>34,667</b>	<b>32,048</b>	<b>41,586</b>	<b>63,674</b>	<b>50,518</b>	<b>45,818</b>	<b>50,925</b>	<b>22,934</b>	<b>30,089</b>	<b>22,637</b>	<b>30,089</b>	<b>22,637</b>	<b>393,395</b>	
<b>Tunnels Bridges &amp; Terminals Total</b>		<b>187,563</b>	<b>637,245</b>	<b>761,952</b>	<b>933,704</b>	<b>962,613</b>	<b>1,023,867</b>	<b>711,263</b>	<b>567,582</b>	<b>449,081</b>	<b>484,835</b>	<b>67,097,075</b>			
Ferries	H02	CH02-006 - HOBOKEN PERMANENT FERRY TERMINAL	SEP	4	9,777	-	-	-	-	-	-	-	-	-	9,777
Ferries	H02	CH02-016 - AIRPORT LANDINGS	SEP	1	-	2,124	3,792	3,457	2,667	2,696	-	-	-	-	14,136
<b>H02 Total</b>		<b>9,777</b>	<b>2,124</b>	<b>3,792</b>	<b>3,457</b>	<b>2,667</b>	<b>2,696</b>	<b>2,696</b>	<b>2,696</b>	<b>2,696</b>	<b>2,696</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23,913</b>
Ferries Total					<b>9,777</b>	<b>2,124</b>	<b>3,292</b>	<b>3,457</b>	<b>2,567</b>	<b>2,567</b>	<b>2,696</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23,913</b>
Capital Infrastructure Fund	P02	CH02-001 - Capital Infrastructure Fund	ISRP	1	100,000	-	-	-	-	15,000	220,125	220,125	220,125	220,125	995,500
<b>P02 Total</b>		<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,000</b>	<b>220,125</b>	<b>220,125</b>	<b>220,125</b>	<b>220,125</b>	<b>995,500</b>
Capital Infrastructure Fund Total					<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,000</b>	<b>220,125</b>	<b>220,125</b>	<b>220,125</b>	<b>220,125</b>	<b>995,500</b>
<b>Interstate Transportation Network Total</b>		<b>\$ 689,934</b>	<b>\$ 982,832</b>	<b>\$ 1,094,644</b>	<b>\$ 1,127,774</b>	<b>\$ 1,266,152</b>	<b>\$ 1,415,104</b>	<b>\$ 1,415,104</b>	<b>\$ 1,063,398</b>	<b>\$ 923,772</b>	<b>\$ 10,785,696</b>				

## **EXHIBIT B**

**The Port Authority of New York and New Jersey**  
**Interstate Transportation Network (ITN)**  
**Summary of Cash Flows - Actual and Projected Data**  
**(\$ in Millions)**

	Actual	Projected Data	
		Financing Alternative	
		Cash Basis	50% Cash 50% Debt 2011-2020
	2007-2010	2011-2020	2011-2020
<b><u>Operations</u></b>			
Revenues	\$4,188.2	\$20,176.5	\$20,176.5
Operating Expenses	2,995.3	8,687.6	8,687.6
(1) Net Operating Revenues	1,192.9	11,488.9	11,488.9
<b><u>Capital Paid with Cash</u></b>			
Capital Paid with Cash	535.6	10,785.7	5,392.8
Less: Grants	(88.9)	(99.1)	(99.1)
(2) Net Capital Paid with Cash	446.6	10,686.6	5,293.7
(3) Cash Balance	746.3	802.3	6,195.2
<b><u>Debt Service</u></b>			
Current Interest Payments	947.8	2,322.1	2,322.1
Current Principal Payments	343.4	1,201.3	1,201.3
Debt Service on New Debt	-	-	2,050.8
GB DBFM Payments	-	253.0	253.0
(4) Total Debt Service Payments	1,291.2	3,776.4	5,827.1
<b><u>Reserve Requirement</u></b>			
Net Impact to General Reserve Fund	91.1	(120.1)	419.2
(5) <b>ITN Cash flows</b>	<b><u>(\$636.0)</u></b>	<b><u>(\$2,853.9)</u></b>	<b><u>(\$51.1)</u></b>

- (1) Net Operating Revenues - defined as revenues from operations less operating expenses.
- (2) Net Capital Paid with Cash - defined as the amount of capital expenditures paid from Net Operating Revenues less amounts received from federal and state grants.
- (3) Cash Balance - defined as net operating revenues less net capital paid with cash.
- (4) GB DBFM Payments - defined as Goethals Bridge Design, Build, Finance and Maintain and reflects availability payments for the Public-Private-Partnership to replace the Goethals Bridge.
- (5) ITN Cash Flows - defined as Cash Balance less Total Debt Service Payments less Net Impact to General Reserve Fund.

## **EXHIBIT C**

**The Port Authority of New York and New Jersey**  
**Interstate Transportation Network (ITN)**  
**Summary of Cash Flows - 2007 - 2010 Actual Data**  
**(\$ in Millions)**

	Actual 2007	Actual 2008	Actual 2009	Actual 2010	Actual 2007 - 2010
<b><u>Revenues from Operations</u></b>					
Holland Tunnel	\$87.2	\$115.0	\$120.3	\$125.9	\$448.4
Lincoln Tunnel	117.8	153.5	154.6	152.9	578.9
GWB & Bus Station	326.4	439.0	445.5	435.9	1,646.8
Bayonne Bridge	22.2	28.0	27.4	28.3	105.9
Goethals Bridge	85.3	117.4	120.1	123.3	446.1
Outerbridge Crossing	79.9	105.9	108.4	109.2	403.4
P.A. Bus Terminal	31.8	32.5	33.0	34.4	131.7
Subtotal -Tunnels, Bridges & Terminals	750.6	991.4	1,009.3	1,009.9	3,761.2
PATH	97.0	108.4	103.7	107.2	416.2
Journal Square Transpiration Center	2.4	2.7	2.4	2.5	10.0
Subtotal - PATH	99.4	111.1	106.1	109.7	426.3
Ferry Transportation	0.2	0.2	0.1	0.2	0.7
Access to Regions Core / Capital Infrastructure Fund	-	-	-	-	-
<b>Revenues</b>	<b>850.2</b>	<b>1,102.7</b>	<b>1,115.5</b>	<b>1,119.8</b>	<b>4,188.2</b>
<b><u>Operating Expenses</u></b>					
Holland Tunnel	70.5	67.5	68.8	68.7	275.5
Lincoln Tunnel	93.6	87.9	83.9	91.5	357.0
GWB & Bus Station	113.1	108.1	123.3	108.1	452.7
Bayonne Bridge	18.6	22.2	27.4	23.3	91.6
Goethals Bridge	25.2	25.1	22.5	25.5	98.4
Outerbridge Crossing	21.3	23.0	21.5	25.4	91.2
P.A. Bus Terminal	93.5	102.7	89.3	95.2	380.6
Subtotal -Tunnels, Bridges & Terminals	435.8	436.6	436.8	437.8	1,747.0
PATH	258.6	280.6	291.8	287.3	1,118.4
Journal Square Transpiration Center	8.3	9.7	9.0	10.6	37.6
Subtotal - PATH	266.9	290.3	300.9	297.9	1,156.0
Ferry Transportation	5.7	4.5	1.2	1.6	12.9
Access to Regions Core / Capital Infrastructure Fund	-	-	-	79.4	79.4
<b>Operating Expenses</b>	<b>708.4</b>	<b>731.4</b>	<b>738.8</b>	<b>816.6</b>	<b>2,995.3</b>
<b>Net Operating Revenues</b>	<b>141.8</b>	<b>371.3</b>	<b>376.7</b>	<b>303.2</b>	<b>1,192.9</b>
<b><u>Capital Paid with Cash</u></b>					
Capital Paid with Cash	55.4	185.7	113.6	180.9	535.6
Less: Grants	(15.2)	(12.1)	(8.9)	(52.8)	(88.9)
Net Capital Paid with Cash	40.1	173.7	104.7	128.1	446.6
Cash Balance	101.7	197.6	271.9	175.1	746.3
<b><u>Debt Service</u></b>					
Current Interest Payments	205.2	226.5	246.9	269.2	947.8
Current Principal Payments	87.1	83.4	75.0	98.0	343.4
Debt Service on New Debt	-	-	-	-	-
GB DBFM Payments	-	-	-	-	-
Total Debt Service Payments	292.3	309.9	321.9	367.2	1,291.2
<b><u>Reserve Requirement</u></b>					
Net Impact to General Reserve Fund	22.3	26.1	32.5	10.2	91.1
<b>ITN Cash Flows</b>	<b>(\$212.9)</b>	<b>(\$138.4)</b>	<b>(\$82.4)</b>	<b>(\$202.3)</b>	<b>(\$636.0)</b>

## **EXHIBIT D**

The Port Authority of New York and New Jersey  
 Interstate Transportation Network (ITN)  
 Summary of Cash Flows - 2011 - 2020 Projected Data  
 Financing Alternative - Cash Basis  
 (\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
Revenues from Operations											
Holland Tunnel	\$139.4	\$172.5	\$187.9	\$202.0	\$220.8	\$238.6	\$240.2	\$256.4	\$262.6	\$265.5	\$2,185.8
Lincoln Tunnel	173.4	218.4	240.0	260.5	285.4	309.3	311.3	331.6	340.2	344.5	2,814.6
GWB & Bus Station	491.0	627.1	697.0	765.1	845.8	923.4	927.8	987.1	1,012.1	1,026.8	8,303.3
Bayonne Bridge	30.8	36.8	41.0	44.9	49.8	54.3	54.5	57.9	59.4	60.3	489.6
Goethals Bridge	125.6	151.7	168.7	184.7	204.5	223.3	224.4	238.3	244.1	247.8	2,013.0
Outerbridge Crossing	119.4	143.5	158.6	172.7	190.6	207.3	208.3	221.9	227.2	230.2	1,879.7
P.A. Bus Terminal	35.2	35.7	38.3	42.0	42.9	43.7	44.6	45.5	46.4	47.3	421.6
Subtotal - Tunnels, Bridges & Terminals	1,114.8	1,385.7	1,531.3	1,671.9	1,839.9	1,999.9	2,011.1	2,138.6	2,191.9	2,222.5	18,107.6
PATH											
Journal Square Transpiration Center	117.4	137.7	157.4	178.4	196.3	216.5	232.2	249.1	265.3	281.6	2,031.8
Subtotal - PATH	3.2	3.3	3.4	3.5	3.4	3.5	3.6	3.7	3.8	3.9	35.1
Ferry Transportation	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
Access to Regions Core / Capital Infrastructure Fund	-	-	-	-	-	-	-	-	-	-	-
Revenues	1,235.5	1,526.9	1,692.3	1,854.0	2,039.8	2,220.0	2,247.1	2,391.6	2,461.2	2,508.1	20,176.5
<u>Operating Expenses</u>											
Holland Tunnel	76.6	80.5	83.8	85.1	86.7	89.0	91.2	93.5	95.9	98.4	880.7
Lincoln Tunnel	95.8	97.8	102.7	106.5	108.4	111.3	114.0	116.9	119.9	123.1	1,096.4
GWB & Bus Station	117.4	119.8	126.3	127.7	129.5	133.3	136.5	140.3	144.0	148.2	1,323.0
Bayonne Bridge	17.8	14.5	15.8	15.4	15.7	16.2	16.6	17.0	17.4	17.9	164.4
Goethals Bridge	28.0	30.7	29.3	32.6	33.2	34.2	35.0	36.0	36.9	38.0	334.0
Outerbridge Crossing	25.9	28.0	27.5	29.2	29.6	30.6	31.3	32.2	33.1	34.2	301.6
P.A. Bus Terminal	98.7	102.9	106.7	108.6	110.5	113.3	116.1	119.1	122.1	125.1	1,123.0
Subtotal - Tunnels, Bridges & Terminals	460.1	474.2	492.0	505.1	513.7	527.9	540.7	555.0	569.3	585.0	5,223.0
PATH	289.1	300.0	311.2	320.3	327.2	335.1	343.2	351.5	360.0	368.7	3,306.5
Journal Square Transpiration Center	11.1	11.7	12.0	12.6	12.9	13.2	13.6	13.9	14.2	14.6	129.8
Subtotal - PATH	300.3	311.7	323.2	333.0	340.1	348.3	356.8	365.4	374.3	383.3	3,436.3
Ferry Transportation	2.6	4.5	5.2	2.1	2.2	2.2	2.3	2.3	2.4	2.5	28.3
Access to Regions Core / Capital Infrastructure Fund	-	-	-	-	-	-	-	-	-	-	-
Operating Expenses	763.0	790.3	820.4	840.2	856.0	878.4	899.8	922.7	945.9	970.8	8,687.6
Net Operating Revenues	472.6	736.5	871.9	1,013.7	1,183.7	1,341.6	1,347.3	1,468.9	1,515.3	1,537.4	11,488.9

The Port Authority of New York and New Jersey  
 Interstate Transportation Network (ITN)  
 Summary of Cash Flows - 2011 - 2020 Projected Data  
 Financing Alternative - Cash Basis  
 (\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
<b>Net Operating Revenues</b>	<b>472.6</b>	<b>736.5</b>	<b>871.9</b>	<b>1,013.7</b>	<b>1,183.7</b>	<b>1,341.6</b>	<b>1,347.3</b>	<b>1,468.9</b>	<b>1,515.3</b>	<b>1,537.4</b>	<b>11,488.9</b>
Capital Paid with Cash											
Capital Paid with Cash	699.9	982.9	1,094.6	1,227.7	1,266.2	1,415.1	1,289.2	1,063.9	923.8	822.4	10,785.7
Less: Grants	(34.3)	(31.5)	(28.0)	(5.3)	-	-	-	-	-	-	(99.1)
Net Capital Paid with Cash	665.6	951.4	1,066.6	1,222.4	1,266.2	1,415.1	1,289.2	1,063.9	923.8	822.4	10,686.6
Cash Balance	(193.0)	(214.9)	(194.7)	(208.7)	(82.4)	(73.5)	58.1	405.0	591.5	714.9	802.3
<u>Debt Service</u>											
Current Interest Payments	251.1	247.9	244.2	240.6	236.0	231.4	226.6	221.0	214.8	208.5	2,322.1
Current Principal Payments	106.8	105.8	107.8	104.3	113.5	110.3	116.1	139.5	141.3	155.9	1,201.3
Debt Service on New Debt	-	-	-	-	-	-	-	-	-	-	-
GB DBFM Payments	-	-	-	-	-	-	-	-	-	-	-
Total Debt Service Payments	357.9	353.7	352.0	344.9	349.5	341.6	361.7	437.5	434.1	443.4	253.0
<u>Reserve Requirement</u>											
Net Impact to General Reserve Fund	(10.7)	(10.6)	(10.8)	(10.4)	(11.3)	(11.0)	(11.6)	(13.9)	(14.1)	(15.6)	(120.1)
<b>ITN Cash Flows</b>	<b>(\\$540.3)</b>	<b>(\\$558.0)</b>	<b>(\\$536.0)</b>	<b>(\\$543.1)</b>	<b>(\\$420.6)</b>	<b>(\\$404.1)</b>	<b>(\\$292.0)</b>	<b>(\\$18.6)</b>	<b>(\\$17.5)</b>	<b>(\\$28.1)</b>	<b>(\\$2,853.9)</b>

## **EXHIBIT E**

The Port Authority of New York and New Jersey  
Interstate Transportation Network (ITIN)  
Summary of Cash Flows - 2011 - 2020 Projected Data  
Financing Alternative - 50% Cash / 50% Debt  
(\$ in Millions)

The Port Authority of New York and New Jersey  
 Interstate Transportation Network (ITN)  
 Summary of Cash Flows - 2011 - 2020 Projected Data  
 Financing Alternative - 50% Cash / 50% Debt  
 (\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
<b>Net Operating Revenues</b>	<b>472.6</b>	<b>736.5</b>	<b>871.9</b>	<b>1,013.7</b>	<b>1,183.7</b>	<b>1,341.6</b>	<b>1,347.3</b>	<b>1,468.9</b>	<b>1,515.3</b>	<b>1,537.4</b>	<b>11,488.9</b>
Capital Paid with Cash											
Capital Paid with Cash	350.0	491.4	547.3	613.9	633.1	707.6	644.6	531.9	461.9	411.2	5,392.8
Less: Grants	(34.3)	(31.5)	(28.0)	(5.3)	-	-	-	-	-	-	(99.1)
Net Capital Paid with Cash	315.7	459.9	519.3	608.6	633.1	707.6	644.6	531.9	461.9	411.2	5,293.7
Cash Balance											
Debt Service	156.9	276.6	352.6	405.2	550.7	634.1	702.7	936.9	1,053.4	1,126.2	6,195.2
Current Interest Payments	251.1	247.9	244.2	240.6	236.0	231.4	226.6	221.0	214.8	208.5	2,322.1
Current Principal Payments	106.8	105.8	107.8	104.3	113.5	110.3	116.1	139.5	141.3	155.9	1,201.3
Debt Service on New Debt	23.5	57.2	94.9	138.1	182.9	232.9	278.5	316.1	348.8	377.9	2,050.8
GB DBFM Payments	-	-	-	-	-	-	-	19.0	77.0	78.0	253.0
Total Debt Service Payments	381.5	410.8	446.9	483.0	532.4	574.5	640.2	753.6	782.9	821.2	5,827.1
Reserve Requirement											
Net Impact to General Reserve Fund	22.6	37.0	42.6	50.7	52.0	59.7	52.8	39.2	32.1	30.5	419.2
ITN Cash Flows											
	<b>(\$247.2)</b>	<b>(\$171.3)</b>	<b>(\$136.9)</b>	<b>(\$128.5)</b>	<b>(\$33.7)</b>	<b>(\$0.2)</b>	<b>\$9.7</b>	<b>\$144.1</b>	<b>\$238.4</b>	<b>\$274.4</b>	<b>(\$51.1)</b>

## **EXHIBIT F**

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The Port Authority of New York & New Jersey  
Toll & Fare Proposals  
Board Meeting  
August 19, 2011  
New York, New York

JANE ROSE REPORTING  
Carol Hammer, Transcriptionist

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Jane Rose Reporting / 1-800-825-3341 / janerosereporting.com

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A P P E A R A N C E S

THE BOARD OF DIRECTORS of the PORT AUTHORITY

SPEAKERS:

Michael Fabiano, Chief Financial Officer of the  
Port Authority

Gary La Barbera, president of the Building and  
Construction Trade Council of Greater New  
York

Philip Beachem, New Jersey Alliance for Action

Robert Yaro, President of the Regional Plan Association

Richard Anderson, president of the New York  
Building Congress

Brad Hoylman, executive vice president and general  
counsel, The Partnership for New York City

Margaret Donovan, The Twin Towers Alliance

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APPEARANCES CONT'D

Richard Hughes, The Twin Towers Alliance

Ricardo R. Kaulessar, resident of Jersey City, NJ

Michael McGinnis of NAIOP, Commercial Real Estate  
Development Association

Erik-Anders Nilsson, Director of Jersey City Peace  
Movement

Denise Richardson, Managing Director of the General  
Contractors Association of New York

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Commissioner Lynford  
Commissioner Pocino  
Chairman Samson

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1 PROCEEDINGS

2 \* \* \*

3 New York, New York

4 \* \* \*

5 CHAIRMAN SAMSON: The Board Meeting  
6 of the Port Authority of New York and New  
7 Jersey and its subsidiaries -- subsidiaries is  
8 now called to order.

9 The Commissioners met in executive  
10 session prior to today's board meeting to  
11 discuss matters related to the purchase, sale,  
12 or lease of real property or securities where  
13 disclosure would affect the value thereof or  
14 the public interest.

15 Today's presentation on proposed  
16 changes to our toll and fare structure for the  
17 Port Authority's vehicular crossings and the  
18 PATH system will be presented by our chief  
19 financial officer, Michael Fabiano.

20 Mike?

21 MR. FABIANO: Good morning,  
22 Commissioners. I appreciate the opportunity  
23 to present for your approval the new toll and  
24 fare structure for our tunnels, bridges, and  
25 PATH system.

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1           But before I begin, I would just like  
2           to take a second to thank Jim Mackey  
3           [phonetic], who worked closely with me and  
4           executive staff of -- in both states in  
5           helping to craft this plan. So thank you,  
6           Jim.

7           Okay. The historic economic  
8           recession has had a dramatic effect on the  
9           Port Authority, and we have lost 2.6 billion  
10           dollars in net revenue from what was projected  
11           when we last set the ten-year capital plan in  
12           2007.

13           Since 9/11, our annual capital and  
14           security costs have nearly tripled, and we  
15           have spent approximately 6 billion dollars in  
16           security for our facilities.

17           Finally, we are investing over 11  
18           billion dollars to rebuild the World Trade  
19           Center site.

20           At the same time, there's a need to  
21           overhaul our aging facilities, some of which  
22           are over a hundred years old and to build  
23           modern facilities for the future needs.

24           We -- we've been -- like everybody  
25           else, we've been managing in an economic

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1 downturn. The Port Authority started  
2 cost-cutting management measures going back to  
3 2004. Since 2004, the agency reduced  
4 non-public safety staffing levels by more than  
5 700 positions, or approximately 12 percent.

6 In addition, we have delivered three  
7 consecutive years of zero-growth operating  
8 budgets. To achieve the zero-growth budgets,  
9 we restructured functions, we leveraged  
10 technologies, and we streamlined business  
11 processes and significantly reduced consultant  
12 services.

13 But this constrained operating  
14 environment also required us to re-prioritize  
15 and defer millions of dollars in capital  
16 program spending that we had in the pipeline.

17 In order to maintain and grow the  
18 critical transportation infrastructure that  
19 serves the bi-state region, the toll and fare  
20 increases are essential if the Port Authority  
21 is to have the financial capabilities  
22 necessary to drive this region forward.

23 As you can see, under this proposal,  
24 developed in consultation with Governors Cuomo  
25 and Christie, and as can be seen on the

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1 screen, car tolls would be raised 1.50 in  
2 September and 75 cents each December through  
3 2015.

4 Truck tolls would increase 2 dollars  
5 per axle in September and again each December  
6 until 2015.

7 Cars and trucks not using E-ZPass  
8 would pay a penalty of 2 dollars per car and 3  
9 dollars per truck axle.

10 We believe this cash penalty will  
11 encourage drivers to move to E-ZPass, which,  
12 in turn, will reduce congestion on our bridges  
13 and tunnels.

14 Finally, PATH fares will increase 25  
15 cents in September and again in each October  
16 of 2012, '13, and '14.

17 Taken together, these increases,  
18 modified from the initial proposal put forward  
19 to the Board and public, will assure our  
20 continued financial stability, create tens of  
21 thousands of jobs, and improve our  
22 infrastructure.

23 As you know, we held a record number  
24 of public hearings with record turnout at nine  
25 locations, including one on line. In

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1 addition, we received comments via mail and  
2 our Web site.

3 A public meeting was also added in  
4 Staten Island at the request of the Staten  
5 Island community.

6 We heard many compelling stories from  
7 a broad spectrum of individuals across the  
8 region. We heard from those who oppose the  
9 plan and we heard from those who support the  
10 plan, including over sixty organizations  
11 representing business, labor, and  
12 environmental groups.

13 Finally, our Governor has provided  
14 guidance that we used to reach today's  
15 proposal.

16 Again, these increases are imperative  
17 if we are to accomplish the much-needed  
18 projects to advance the agency's  
19 infrastructure and economic growth mission.

20 This toll and fare increase will  
21 allow the Port Authority to invest 25.1  
22 billion dollars in critical infrastructure  
23 projects that will provide an efficient, safe,  
24 and secure transportation network for our  
25 customers who rely on this agency every day.

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1           This will also allow the agency to  
2           access the capital markets while maintaining  
3           our strong credit ratings and meeting all of  
4           our statutory bond covenants.

5           This capital plan will also benefit  
6           the region by generating 131,000 new jobs, 7.6  
7           billion dollars in wages, and over 30 billion  
8           dollars in sales.

9           At our tunnel and bridge facilities,  
10          massive investments are planned to modernize  
11          existing vehicular and bus facilities, some  
12          over 85 years old, which are presently used by  
13          a 120 million vehicles and 3 million bus  
14          movements each year.

15          As you can see in the side-by-side  
16          photos, one of the key projects supported by  
17          the tolls increase is raising the roadway at  
18          the Bayonne Bridge, which will accommodate the  
19          largest ships expected to call on the port  
20          with the opening of the expanded Panama Canal.

21          It is investment in the  
22          competitiveness of our ports, as well as the  
23          230,000 jobs and 25 billion dollars in sales  
24          they generate.

25          Other key tunnel and bridge needs

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1 include replacing the Goethals Bridge,  
2 replacing the suspender ropes at the George  
3 Washington Bridge, reconstructing the Lincoln  
4 Tunnel Helix, and rehabilitating roads, decks,  
5 and vital ventilation systems such as those at  
6 the Lincoln Tunnel.

7 On the PATH system, PATH is the -- as  
8 do most rapid transit systems, operates at a  
9 deficit. Unlike other systems, taxes or  
10 federal funds do not subsidize PATH.

11 This toll and fare increase will  
12 allow us to invest 3 billion dollars to  
13 rebuild and add capacity to a system which is  
14 over one hundred years old, serves nearly 74  
15 million passengers, and is a key transit  
16 system linking New Jersey and New York.

17 Here we see a photo of the Exchange  
18 Place platform, which has already been  
19 extended to accommodate ten cars, and this is  
20 an example of what we plan to do at other  
21 station platforms along the World Trade  
22 Center/Newark line.

23 Other major projects at PATH include  
24 completing the new car purchase program, the  
25 signal system replacement program, upgrading

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1 and replacing the power systems, and enhancing  
2 security systems such as a water management  
3 system, new electrical DUP banks, structural  
4 improvements, and tunnel erosion protection.

5 At aviation, we will upgrade one of  
6 the busiest airport networks in the world,  
7 which serve over 100 million passengers,  
8 transports more than 2 million tons of cargo,  
9 and supports 455,000 jobs in the region  
10 annually.

11 Combined, this inter-regional airport  
12 system has 285 miles of roadways, runways, and  
13 taxiways. The runways and taxiways require  
14 regular rehabilitation to ensure FAA  
15 compliance.

16 Replacement and rehabilitation of  
17 runways and taxiways represent a signif --  
18 significant portion of the projects to be  
19 undertaken at our airports.

20 Other priority aviation projects  
21 include the rehabilitation and overhaul of  
22 AirTrain, upgrading utilities and power  
23 systems, improving air-side access controls  
24 for increased facility security, and  
25 installing hardened barriers to protect

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1 terminals and other airport properties.  
2 Port Commerce Division. To ensure  
3 optimal through-put of goods and to maintain  
4 our competitive position among other ports, we  
5 need to provide passage for megaships in the  
6 future and direct links from docks to rails,  
7 to exceed the current 3 million containers  
8 that we handle annually.

9 The importance of our ports is  
10 evidenced by the handling of over 175 billion  
11 dollars in cargo and approximately 31 percent  
12 of all East Coast cargo in 2010.

13 Some 4,800 ship calls came in from  
14 all over the world. This photo shows an  
15 example of our investment in dock-to-rail  
16 through the ExpressRail facilities.

17 Other projects that will help  
18 maintain the port's competitiveness include  
19 terminal redevelopment, replacement and  
20 rehabilitation of piers, berths, and wharfs,  
21 expanding and enhancing capacity on roadways,  
22 and ensuring only authorized individuals can  
23 access secure areas of the port.

24 And, finally, the World Trade Center.  
25 We are going to complete the rebuilding of the

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1       World Trade Center site, including a secure,  
2       state-of-the-art office and retail complex, a  
3       multi-connection transportation hub for  
4       commuters, infrastructure for the 9/11  
5       memorial, the vehicle security center, and all  
6       the remaining site infrastructure.

7           Commissioners, we recognize the  
8       difficulty of deciding to raise tolls and  
9       fares at this time. However, it is required  
10      to meet critical facility needs now as well as  
11      into the future.

12          The region depends on the Port  
13       Authority for moving goods and people safely  
14       and reliably.

15          Over the next four years, the Port  
16       Authority needs to fund approximately 15  
17       billion dollars in capital spending. Over the  
18       next ten years, 131,000 new jobs will be  
19       created, 7.6 billion dollars in wages will be  
20       generated, and over 30 billion dollars in  
21       sales will be created by our capital  
22       investments.

23          Commissioners, I request your  
24       approval of these items. Thank you.

25          CHAIRMAN SAMSON: Thank you, Mike.